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FEBRUARY 1960

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SPECIAL MODEL SECTION — Rod & Custom in Miniature

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machine available*

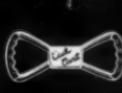
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Every Cad-Cart is numbered and registered to the original owner providing a 100% guarantee against defects of workmanship, design or assembly.

From drawing board to final testing, there has been no compromise with quality. Each Cad-Cart is complete and ready to roll as advertised, including Heliarc welded chrom-moly steel tube frame and all bolts and washers Cadmium-plated, Polished cast aluminum wheels, Luxury-padded black naugahyde upholstery, 48" wheel base and 33" tread with extreme low center of gravity, Center mount engine and drive for perfect balance, Clinton A-490, 2 cycle engine. Cad-Cart is fully equipped to one standard...the finest...with one price of \$289.50, F.O.B. factory plus state tax. Terms are 25% down with order, balance on delivery. Cad-Cart complete less engine \$241.70



Hardened, ground king pins with zero fitting. Timken tapered bearings. Perfect fit and geometry for precise handling - self-aligning ball joint steering rod ends.



Exclusive with Cad-Cart, aluminum dragster type steering wheel insures positive handling.



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American Karts Manufacturers Association

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GEARED TRANSMISSION— runs in oil...eliminates upkeep of open chain drives. Allows lowest center of gravity. Provides highest efficiency. Delivers more power and speed to drive wheel.

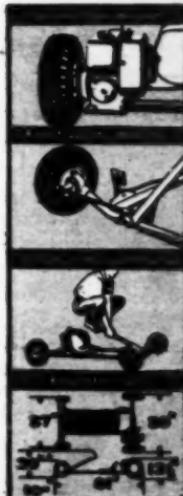
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In this month's

ROD & Custom

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tenth issue of our seventh year

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LES RITCHIE
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WILLIE GALTIERI

COMPETITION COUPES AND SEDANS



ROD & CUSTOM IN MINIATURE



OTIE'S ELIMINATOR



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ISTOM

the starting line

by the editor

THE RECENT scandal of rigged TV quiz shows has aroused the national mind to an awareness that the morals of the country as a whole have reached a new low. All too many, upon hearing of the incidents, were inclined to dismiss them as harmless — a part of the entertainment. How widespread is this disease that wants us to cheat our fellow man? Let's do a little soul searching into our own sport. Remember the fellow at the car show who was so hot for a trophy that he filled out his entry information sheet to show a step in the frame when in reality there was none? The car was so low that it was impossible to see underneath, but the frame was resting on the rear axle. When the judges tallied up the scores and a decision for top place was tied, the only answer was a detail check of the two cars involved. Everything on the topside equaled out so one judge produced a jack to check for underside workmanship and cleanliness. Only then was it discovered that one entry had falsified his sheet. Harmless? In this particular show it was of great interest to the general public what the outcome might be on so close a contest and the trophy presentation had been delayed while the judges made that final check. The result was seen and the show viewers went home with a new idea of custom cars and their owners.

Another place we find this "innocent fudging" of the rules is "most any drag strip, 'most every Sunday. The so-called Stock classes are filled with honest young (and older) Americans trying to get away with something. Some strip managers, in order to cope with this situation, have instituted a class wherein any modification may be made that doesn't show.

We can do what we can to legislate the cheaters into a class of their own, but how much better it would be if we might each resolve to be fair to our friends, our sport and ourselves.

lynn wineland

Again—ONE of the
LEADING KART MAKERS
CHOSES

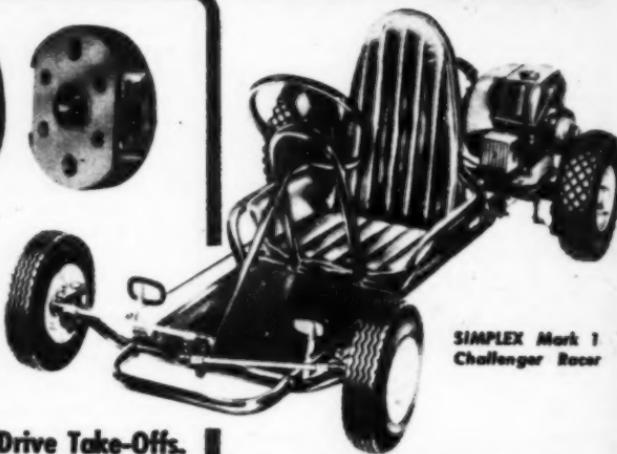


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Challenger Racer

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% Pitch Sprocket	#35 Chain
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10 Tooth	11 Tooth
12 Tooth	

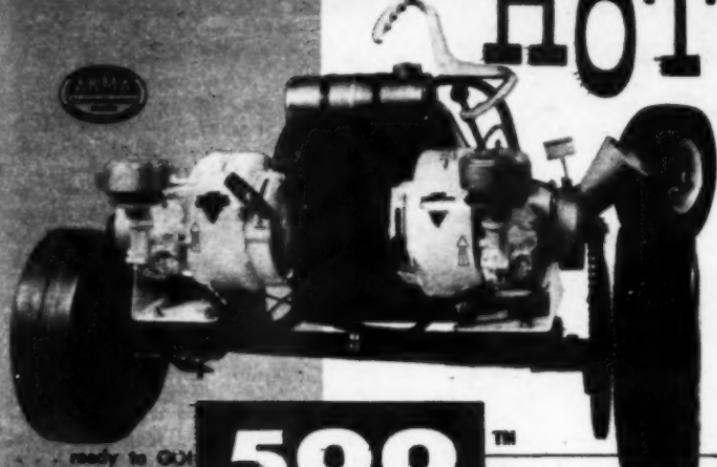
V-BELT DRIVES also available.

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The SIMPLEX Challenger, designed by Bill Muller, former Indianapolis race driver, is another kart which has incorporated the COMET clutch in its design. The resulting superior performance has helped to make the SIMPLEX Challenger one of the most popular among the leading karts in the U. S. COMET is the fastest selling clutch in the field. It is standard equipment . . . or available . . . on many of the leading karts. Ask for it—because it's your assurance of top clutch quality. For your present kart—get a COMET Clutch. If your dealer can't supply you order it from us.

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- Easy to build



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Reseda, Calif.

OUR READERS

IT'S A '32

In your November issue of Rod and Custom, Leo Goedre said that the Plymouth in your April issue was not a thirty-two (32) but a thirty-one (31). This is not true, just because of the oval and square backshield. There were two models made in thirty-two (32), the P.A., and P.B. The model P.A. and the thirty-one (31) were identical. Leo Goedde's thirty-two (32) is a model P.B.

I am fifteen years old and read your magazine.

Pierpont, Ohio

Archie Dewey

EAST VS WEST

I am writing to defend my brother. He wrote in a letter in May. In this frank but extremely true letter he ranked many of the east coast automobiles. When readers (probably with a great love for the eastern ideas), were hurt.

If the readers that don't agree with my brother's statements have the nerve to crab; then they probably have a guilty conscience. If they don't, then they would have to realize that my brother didn't say that all of the eastern cars were bad. (Many but not all). These readers that say such things favoring east junk should not read a good magazine like R and C. (It's just wasting time.) If they want to see the junk then they should not look at R and C but should (shutter) look in an eastern published book. (Just for laughs.)

Many of the eastern boys try to blame the weather, road conditions and state laws for the way they make their cars. If they went (as my brother and I have) to many auto shows in the east—they will see a machine that looks like a product of the west sitting nearby—a machine that looks like a bi-product of a nightmare of secret weapon from Russia.

It's up to the individual and the eastern auto fiend (in general) is just not aware of "differentness," design

WRITE - or wrong

and neatness in auto restyling. Not just one phase is necessary — but all at one time.

I've seen many eastern machines that have hundreds of hours work and plenty of money in them, but they stink. I've seen cars from the west that may be only moderate but are beautiful and tastefully done. It's not how much you do . . . but what and how you do it.

I'm not saying that all of the eastern cars are bad. But, there is a great need for improvement. (My '40 Ford convertible is still being built and it still gets looks — my brother has a '32 Ford roadster.)

Westport, Conn. Ralph Levesque

THE "MOLE"

I've been reading your magazine for some time now and find it to be a wonderful magazine to keep up to date with the latest customs. I've been wanting to send a few snapshots of my '59 Chevrolet, hoping that there might be a spot for my car in your magazine.



I've put two Chrysler Imperial grilles together which have fit very nicely in place. Also it has been leaded in front and lowered six inches in front and five in rear. I've changed the tail light lens by putting a flat piece of plastic in place of the original lens. At night it looks very nice for the rear end is just a red glow. The finishing touches were appalton spotlights and Dodge Lancer hubcaps.

The power plant is a 335 horse motor, with 4-speed transmission, and 411 rear end.

I'm hoping you see fit to place my

continued on p. 12

PARTS for CARTS

CHROME WHEELS

Deluxe Chrome Steering Wheel. Heavy duty for fast cornering Cartmen.

\$4.95



SPROCKETS 1/4 x 20

<input type="checkbox"/> 60 Teeth	\$4.95
<input type="checkbox"/> 72 Teeth	5.25
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X-100-Conversion Kit for West Bend 750 Engine, Hardened Crank and Needle Bearing Rod

\$19.95



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#750, Remanufactured & perfect. Complete with gas tank, retractable starter and muffler, ready to go.

LIMITED OFFER ... \$34.95

Motor Manuals, for WB Engines ... 2.75

AC30 AVAILABLE
3-4-5-6 Horsepower
CHAIN SAW ENGINES



COMPLETELY WELDED CART FRAME

Here's the answer to low cost carting. Completely welded cart frame with roll bar, belly pan and sissy rails. A new record for low cost

\$34.95

REGULATION "H" CART FRAMES

Precision bent, drilled and notched. Dropped center side rails and front axle. Two hoops, rear axle. Regularly \$19.95.

LIMITED SPECIAL OFFER ... \$8.75

INSTRUCTIONS FOR ORDERING: Check items wanted, enclose 50% deposit. Balance will be C.O.D., FOB Factory.

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Our tremendous buying power and huge volume enable us to cut prices to rock bottom. You actually save up to 50% and more! We stock over 100,000 items, ready for immediate shipment—with new, improved facilities to speed up service on every order. Buy everything automotive from one source. Satisfaction guaranteed.

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ITEMS IN STOCK

Every order shipped the
SAME DAY for speedy
service, fast delivery.



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J. C. Whitney & Co. 1917 U-2 Archer, Chicago 16, Ill.
Please send me your giant Catalog of Auto Parts & Accessories. I enclose 25c to cover part of mailing and handling cost (refunded on first order of \$5 or more). Offer good in U. S. A. only.

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TWO BIG WINNERS!



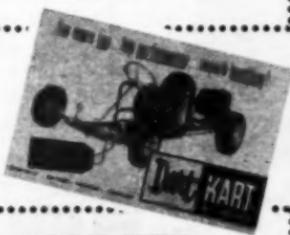
A. J. Watson builds winners...and picks them, too. Here he is with his 1959 Indianapolis Speedway Winner—his third in 5 years. Here, too, is his choice in a winning kart—A Dart-Kart Twin-700 which he picked back in May.



How good were his predictions? The answer is in the track records set by Dart-Karts throughout the summer—then in September, Herb Rupp won the National Grand Prix at Allentown with another Dart-Kart Twin-700.

The moral:
If you have to compete
with Dart-Karts, be sure
you're driving a Dart-Kart.

If you're looking for the most fun in Karting...if you want top performance...durability...precision construction, start now by writing for the 16-page Dart-Kart catalog. It illustrates and describes 23 models and shows a complete line of accessories to improve the performance of any kart. Send 25c to cover postage and handling.



Dart KART
BY RUPP

DEALER INQUIRIES INVITED
PROTECTED TERRITORIES
THE RUPP MFG. CO., KART DIVISION
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Roth WEERDO SHIRTS



World's weirdest T-shirts — surprise your friends to death! Try the above designs or the irresistible Beast or the Lynchmen. Get the above four designs with fluorescent backgrounds for just \$1.98 each or all four for just \$9.95. Your design on T-shirts \$3.50. Swap shirts any design you want \$5.25.

SEND 75¢ FOR BROCHURE OF WEERDO SHIRTS
ROTH STUDIOS 4816 Slauson RD 2
MULWUDGE, CALIFORNIA

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Small
Size desired
S.M. M.D. Lg.

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Compare Tread Thickness and Width to any other go kart Q.M. or $\frac{1}{2}$ midget slick. You'll discover as others have, Custom Slicks are twice as thick and a full $4\frac{1}{8}$ " wide. For longer life and better cornering, Custom Slicks are your best buy.

Dealer Inquiries Invited

Send 10¢ for information

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OUR READERS WRITE

continued from p. 9

"MOLE" in your magazine. I'm from Portland, Oregon, but am living at 1506 Richmond Highway, Alexandria, Virginia.

Paul W. Rains

HELP!

Was just thumbing thru your November Rod and Custom '59. Came across an article written about a couple of gals who have a car that interests me. It's the piece called "gal rodders."

Am just thinking it sure would be nice if I could find out what they did with the pieces that they tore out to make their little hot rod. Things like the engine, trans., rear-end, windshield, top bows and rear bumper.

You see I am the proud owner of a 1934 American Austin roadster. I've had a terrible time finding parts and pieces to restore it. I've run about 4,000 miles tracking down parts, mostly blind alleys.

Do you think I could get in touch with those ladies to find out if they still have any pieces left?

Or do you know any one out there in Calif. who has any parts, literature, books, pictures or manuals regarding these cars.

They must have the series called the Bantam not the Austin, although the parts are interchangeable.

Blue Island, Illinois Thomas Crotty 12843 Irving St. #14

* Maybe some of our readers can help?

TOO MUCH

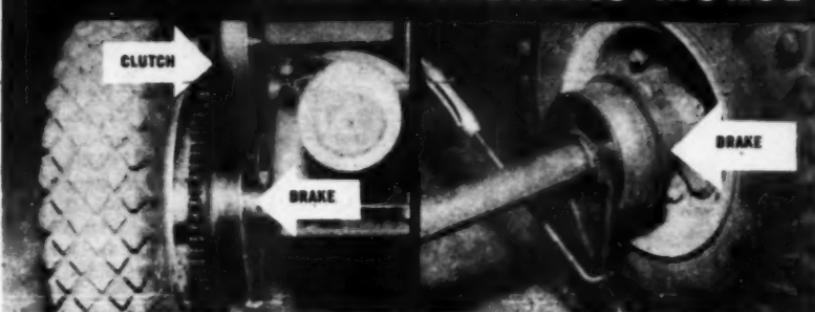
Man! you really overdid yourselves on the street roadster section in your November issue. If the photos were any larger they would actually be legible. They say that one picture is worth a thousand words. Well, I feel that I was short changed.

Your editorial sounded like a child's excuse after dipping his hands in the cookie jar five weeks in a row.

I am interested in Hot Rods. In order to find (100) one hundred pages of reading material and advertising continued on p. 14

RACING CART CLUTCHES and BRAKES

from FAIRBANKS-MORSE



Clutch mounted to engine crankshaft.
Brake to drive sprocket.

Brake mounted to wheel flange.
See mounting dimensions below.

\$14.95



Two parts

Easy to mount — just key shoe assembly to engine shaft and tighten setscrew. Drum-sprocket assembly fits over clutch hub. Snap ring holds it in place.

AUTOMATIC CLUTCHES

Eliminate pushing — engage automatically at best engine speed. You can start, stop, or idle just by operating throttle. Fit all standard cart engines. All outside parts chrome-plated. Mounting instructions included.

Model	Bore	Outside Diam.	Length	Sprocket	Keyway	APPROX. ENGAGEMENT
35P-51	5/8"	3 1/2"	2"	5/8" pitch, 12 tooth No. 35 chain	Y ₁ 4 x 2 1/2"	2000 rpm
35P-52	7/8"	3 1/2"	2"	5/8" pitch, 12 tooth No. 35 chain	No. 5 - 405 Woodruff	2350 rpm

\$9.95



Two parts

Brake shoe assembly is mounted to axle by two setscrews. Drum is mounted through four bolt holes to drive sprocket or wheel flange. Actuating rod and linkage (not furnished) fasten to $\frac{1}{2}$ " hole in drive plate level.

INTERNAL EXPANDING BRAKES

Shoe type gives fast, smooth stops. Springs disengage brake automatically when pedal is released. Friction shoes easily replaced. Can be used at both left- or right-hand wheels.

Model	Bore	Outside Diameter	Length	Axle	Four Drum Holes
70B-2	1-1/16"	3-1/16"	1-1/16"	1-1/2"	2 1/4" bolt circle
70B-3	1.020"	3-1/16"	1-1/16"	1-1/4"	2 1/4" bolt circle

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(1) Fill out form (right) and send to address shown; (2) enclose check or money order for payment in full. We pay postage.

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Complete description and specifications, plus mounting instructions.

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My engine crankshaft diameter is: _____. Number of clutches: _____

Brake Model No. _____ My Axle shaft diameter is: _____

For mounting to rotating or stationary shaft. Number of brakes: _____

Name _____

Address _____

City _____

Zone _____ State _____



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Be a Member of the Greatest Racing Team in the Nation and Reduce Your Karting Costs.

By special arrangements with the factory, a few THUNDERBUGS are available to our members at greatly reduced prices. (See the T-BUG ad in this issue.) SCUDERIA THUNDERBUG RACING NEWS will be sent to you, jam packed with race dates, results, tuning hints from factory and members. Join Today ... Memberships Limited.

Write Deane Hutchison, Scuderia Thunderbug, 805 First National Bldg., Davenport, Iowa.

THE Roadster NOW!!!!!!
NEW PRINTING
chassis details • plan views



Only \$1.50

Joe Henning
1366 El Sereno Dr.
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WATCH FOR THE...
MOON BEAM
COMING IN MARCH
ROD & CUSTOM

ON SALE JANUARY 26!

OUR READERS WRITE

continued from p. 12

(which I enjoy). I have to buy five or six magazines. This is all very well for Quinn Publications. Why, oh why, can't we have just one (1) magazine devoted strictly to rodding?

At the present time I would rather spend two hundred dollars on my roadster than buy a go-kart. But when I do become interested in karting (and I'm sure I will), I would like to be able to go to the newsstand and buy a magazine devoted strictly to karting?

Thanks for listening to my gripe. P.S. I'm not alone in my beliefs. Edmonton, Alberta, Canada

Larry Evans

CALIFORNIA BEHIND

I am a good karter and to me it seems that California took a pretty good lead in the karting field and just stopped there. For instance, I noticed that in California most of the engines are West Bend and at the recent nationals they were getting mopped up by Homelites and McCulloch. Well, these West Bends are good engines, but when you try to match a 3 horse W.B. against a 7 or 8 horse McCulloch or Homelite in "A" class, it's pretty evident whose going to do the better finishing. Here in Kansas City we use Homelites, McCulloch, West Bend, Clinton, Power Products, and Mercurys. Brakes are another thing we have here that are better than California. In Calif. they use mostly brakes rubbing against the sprocket. We use brakes that rub against the tire and these give a better stop (but don't wear down tires). Another thing, on page 54, it shows a picture of Turnbeusigh's "C" class car using kill buttons on the steering wheel. This has been used by four or five Kansas City guys about 2 or 3 months ago.

Well, that's about it. You guys have a good magazine and are doing an excellent job on kart coverage. But please try and get away from home. I'm positive if you look around that some

continued on p. 70

ROD & CUSTOM

PALMINI CART PARTS



FINGER-SAFE CHAIN GUARD
Cast aluminum for Clinton,
West Bend, McCulloch
and small cycles \$3.95
add \$1.00 for polishing.

Power Product AH-81 Cast
Aluminum Mount, Right or
Left, Adapt on Clinton Mount-
ings. Write for Details.



Tuned Exhaust Headers
Now available. Tuned exhaust
headers for ALL engines.
Power Products, West Bend,
Clinton and McCulloch en-
gines.



Competition Reed Plate
Fits Power Products AH-81 and
Clinton A-400, A-490, E-60 and
E-65. These new competition
reed plates utilize brilliant
reeds that actuate at higher
RPM's than spring steel in
varying thicknesses to elim-
inate harmonics. (Note: reeds
are available in different
thicknesses for West Bend
700.)

NEW PRODUCTS FROM PALMINI ENGINEERING

NEW LIVE AXLE KIT

Kit includes axle (36" long, 32½" treadwidth, or less on special order) axle keys and nuts, wheels, flanged bearing and bracket which welds to the frame, and collet-type sprocket spool. New Hyd. spot brake may be incorporated.

NEW HYDRAULIC SPOT BRAKE

Self-contained unit includes master and wheel cylinder - is 6" long, 2½" wide, 3" high. Also has 10:1 ratio (1 lb. pressure = 10 lbs. braking power). Revolutionary in the cart field.

NEW JACK SHAFT ASSEMBLY

For McCulloch chain saw engines - utilizes high RPM's (in excess of 10-12 thousand which was previously impossible) and eliminates large rear sprocket, thus preventing bent sprockets and chain throwing. Also enables selection of desired gear ratio.

FLYWHEEL SIDE SPROCKET DRIVE ¼" SHAFT

The McCulloch engine cannot be reversed but, using this new side sprocket drive adaptor, the wheel may be driven from flywheel side of engine. Precision-made with collar locked to flywheel. \$8.50 ea.

CRANKCASE STUFFING BLOCK

Made for McCulloch engines, replaces stock cover at bottom of engine and enables substantial increase in crankcase pressure.

NEW 3-QUART GAS TANK

Re-designed to fit all installations. New alloy developed for strength and endurance. Mounting flange now 3 times stronger.

NEW DIAPHRAGM CARBURETOR NEEDLES

High-speed needles for diaphragm carbs eliminate ultra fine adjustment, leaning of engine, and permits use of alcohol without other carb changes. Note: Adjustable from steering wheel by remote control.

NEW HIGH-COMPRESSION PISTON FOR WEST BEND ENGINE

For 510-580-645-700 West Bend engines. Also for Clinton A-400, A-490, E-60, E-65 engines. Available soon for McCulloch and Power Products.



GAS TANKS

This all new bullet-shaped aluminum competition tested gas tank has been completely redesigned to eliminate cracking and breakage. Designed to fit any cart installation. Tank incorporates gas cap and aluminum check ball to eliminate fuel sloshing. Sizes: 1-gal., 3½-quart and 3-quart. Can be hooked up for pressure.

PISTONS

High-Compression Pistons now available for Clinton and West Bend engines. Ready soon for Power Products AH-81 and McCulloch engines. Write for oversize pistons.



PALMINI ENGINEERING now has a full supply of cart parts for all types of engines. Send 50¢ for BIG 14-page catalog and info data. PLEASE PRINT NAME AND ADDRESS. Dealers write for new special schedule.

PALMINI ENGINEERING

3156 NORTH SAN GABRIEL BOULEVARD
RC-2 SOUTH SAN GABRIEL, CALIFORNIA

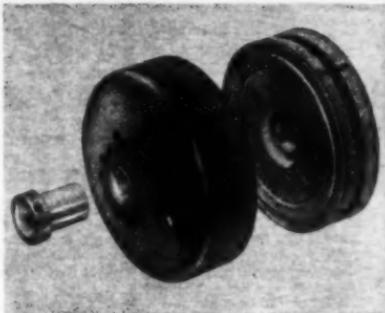
auto mart



Another miniature bike, this one is manufactured in Washington, Ga., by the makers of the Putt-Nik Kart and is called "Scoot-Nik." The tiny scooter weighs only 48 lbs. and is designed for both a fun and utility vehicle. Power comes from a Clinton A-400 engine, brakes are a durable heel-operated, drum and shoe on the drive wheel. The "Scoot-Nik" has a vinyl covered foam rubber seat, foot rests, coil spring front shock mount, and 3.50 x 10 pneumatic knobby traction tires. The standard Scoot-Nik sells for \$129.50, with lights the price is \$134.50. Deluxe models featuring fenders and other extras also available. Distributed by Putt-Nik Sales, Inc., 1430 West Peachtree St., Dept. RC-2, Atlanta 9, Georgia.



Flexo Products, headquarters for parts and karts has a new entry in the field. A complete welded kart frame that includes the frame with roll bar, belly pan and sissy rails for a price of only \$24.95. This little starter brings the price of karting down to where any one can afford to enjoy the sport. Flexo also has kart accessories and motors available for immediate shipment. For further information write for the Free catalog, enclose a stamped and addressed envelope: Flexo, 5180 Venice Blvd., Dept. RC-1, Los Angeles, Calif.



Karters can now enjoy the advantages of a clutch on their karts without sacrificing their chances in race competition, with the new improved Mercury sprocket-type clutch. The clutch can be converted for racing in just a few seconds by simply inserting two $\frac{1}{4}$ " bolts in the locking device, temporarily suspending the clutch action. Mercury's clutch installs with just two screws on engine for direct drive to wheel and is available in 18 models - ranging from 9 to 14 teeth, accommodating $\frac{1}{2}$ ", $\frac{1}{4}$ ", $\frac{3}{8}$ ", $\frac{5}{8}$ ", $\frac{3}{4}$ " bores. Write Automatic Steel Products, Mercury Clutch Division, Dept. RC-2, Canton 6, Ohio.



The above kart is designed and manufactured for competition racing by JOY CAR MFG. CO. and being introduced for the 1960 season. The deluxe "Panther" model features competition stressed and braced chrome moly tubing, hydraulic drum brake system, perfect steering geometry, full floating live rear axle with a $1\frac{3}{4}$ " diameter, Timkin bearing wheels, and McCulloch engine. The car sells for \$500.00. For further information write: JOY CAR MFG. CO., Box 236, Syosset, New York, Dept. RC-2. continued on p. 18

"The Family Fun Kart"

TWIN-KART

The Pride of all Karts . . . Double Fun! Be the first in your neighborhood to own the first really top designed double-seater. Full 48" wheel base. 69" long. Take your girl friend for a ride . . . your sister or brother, or even Mom and Dad. Built with all the safety features of the best Karts.

Real "FAMILY FUN"

Beautiful two-tone red and white baked enamel. Smooth acceleration. Round steering wheel for easy handling. Drive mechanism covered for extra protection. 2½ hp., 4 cycle engine with recoil starter. Extra strength with 16 gauge steel, pneumatic tires and tubes.

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send now for illustrated brochure and price list of separate components. enclose 25¢ for handling. complete scale plans plus brochure and prices - \$3.00

ib

Ingels-borelli
1854 echo park avenue
los angeles, california

AUTO MART

continued from p. 16



Another new kart, the "Checkered Flag." Manufactured by the Columbus Cycle Co., it features a geared transmission, optional foot operated clutch, adjustable fiber glass seat, enclosed steering column, and an expanded metal floor deck. The Checkered Flag sells for \$128.95 less the clutch, which cost \$14.95. With a Clinton A-460 engine and the geared transmission this kart should be an interesting performer. For further information write: Columbus Cycle Co., Dept. RC-2, Columbus, Nebraska.

*The Most Fun...
ALL NEW
SUPER Putt-Nik!*

Completely assembled
NOT A KIT!

- ★ Longer, lower, with new drop frame front end
- ★ Deluxe quilted upholstery, rubber floor mat
- ★ Seat side rails and new dish-type steering wheel
- ★ Dual rear wheel brakes and a choice of belt or chain drive

PUTT-NIK
FEATURES LOWER
PRICES FOR 1960

The greatest engineering advances of the exciting fun cart sport are in the new Super Putt-Nik. Deluxe design is combined with famous Putt-Nik features . . . sturdy frame, ball joint tie rod ends, Timken tapered roller bearing wheels, direct throttle linkage, individual coil spring front suspension. Four other models to choose from, write for Putt-Nik's colorful brochure. Protected franchise dealerships available.

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THE NEW 4-IN. EXPANDING TYPE MERCURY HEAVY DUTY BRAKE

designed specifically for GO-CARTS by famous MERCURY CLUTCH MANUFACTURERS . . .

. . . gives smooth, progressive slowing-stopping action in direct response to amount of pedal pressure. Not a clutch in reverse—but a brake designed to put the driver in full command at all times.

- Comes complete with weld nuts for attaching housing to sprocket, or can be spot welded direct to sprocket.
- Made of heavy gauge steel (cadmium die chromated for rust prevention).
- Long wearing shoes.
- Available in standard $\frac{3}{4}$ ", 1", $1\frac{1}{8}$ " bores.



\$19.95

Postpaid-Guaranteed

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MERCURY AUTOMATIC CLUTCH

* install it yourself on engine for direct drive to wheel * lets you stop, idle and go without turning off engine * most clutches have special locking feature for competition—insert $\frac{1}{4}$ " bolts

$\frac{1}{4}$ " Bore	$\frac{3}{8}$ " Bore	$\frac{5}{8}$ " Bore	$\frac{3}{4}$ " Bore	$\frac{1}{2}$ " Bore
14T-40RC	9T-41RC	9T-41RC	12T-35RC	14T-40RC
14T-41RC	10T-35RC	10T-35RC	12T-40RC	14T-41RC
	11T-35RC	11T-35RC	12T-41RC	
	12T-35RC	12T-35RC	13T-35RC	
	12T-40RC	12T-40RC	14T-40RC	
	12T-41RC	12T-41RC	14T-41RC	
	13T-35RC	13T-35RC		
	14T-40RC	14T-40RC		
	14T-41RC	14T-41RC		

Heavy Duty
sprocket
type

\$12.95

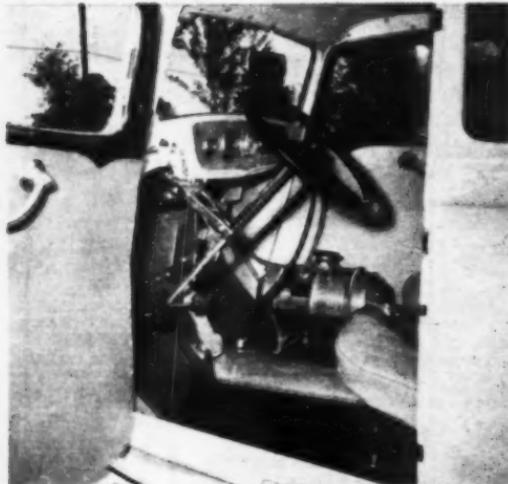
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Write for prices



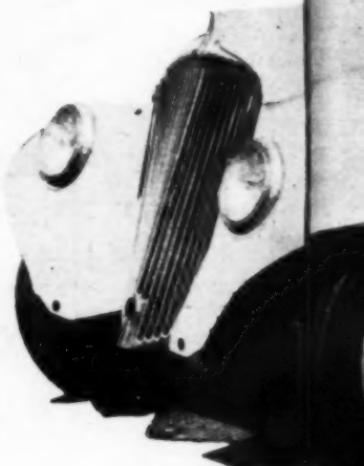
MERCURY CLUTCH DIVISION • AUTOMATIC STEEL PRODUCTS CO.
1201 CAMDEN AVE. S.W. • CANTON 6, OHIO

COUPES
COMPETITION
SEDANS

Boasting one trophy winning car would be enough for most rodders, but not George Montgomery, he has built two "hardware" winners. The Cad powered Willys (right) winner of the "Little Eliminator" title at this years "Big Go" is built like a finely made watch. George's skill and knowledge show in all details of the little coupe. Cab is stark with nothing but necessary gauges and safety gear.



photos / Lynn



ohlan george montgomery built . . .

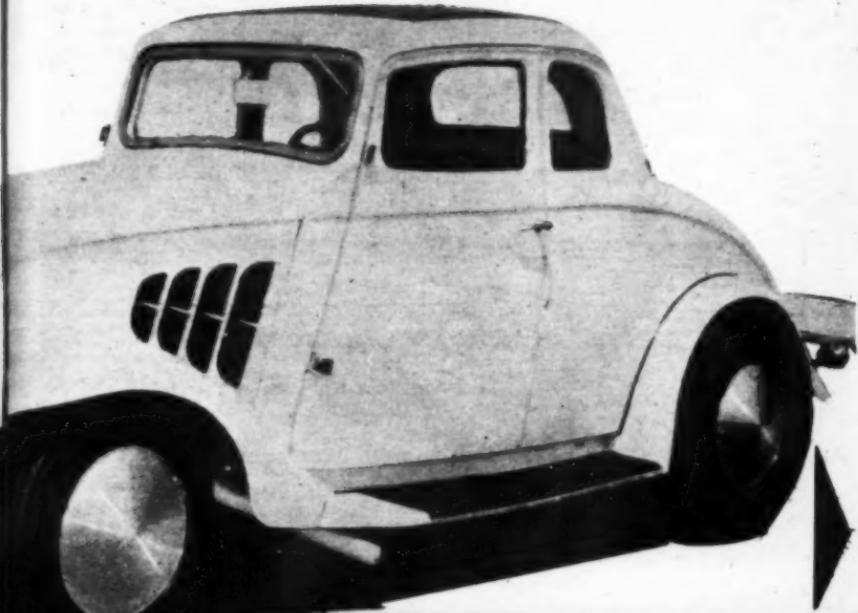
2 for the SHOW- or GO!



ROD & CUSTOM

The
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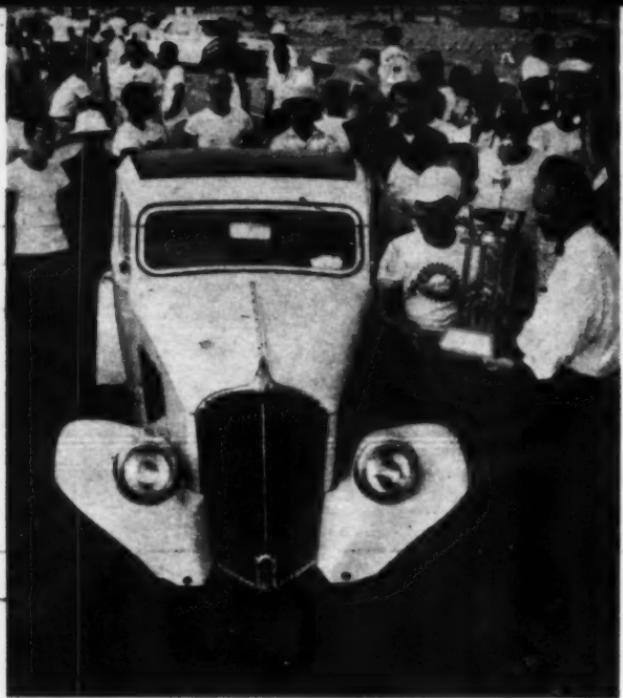


rod & custom COVERage

The basis for George's second car is a stock '34 Ford 3 window, immaculately finished and hiding a '58 Crod under its lowered hood. Both cars are painted a cool Pastoral Blue lacquer and look like they could place one-two in any custom car show. A total of \$13,000 was spent on constructing both of the coupes.

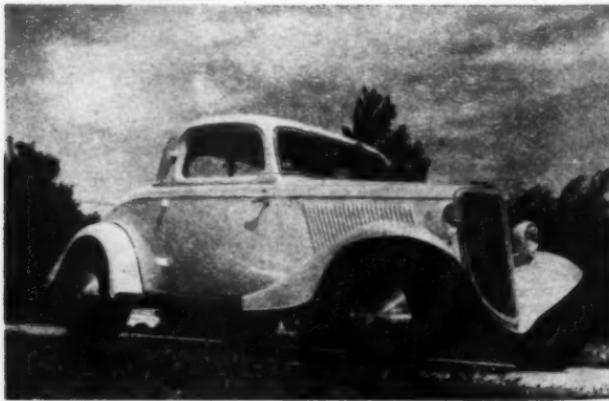
In contrast to the Willys the cab of the Ford (right) is a maze of switches, gauges, and lights over a clock on the rear view mirror. All appropriate interior parts have been either chromed or cold plated. Upholstery was done by Ed Jamison. Car took 5 years to build.

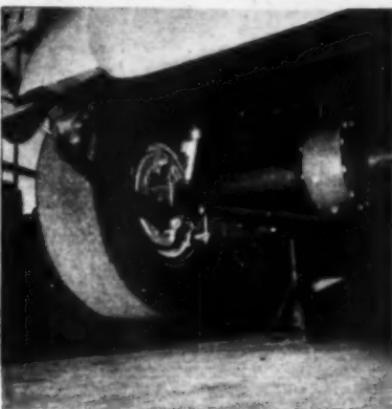
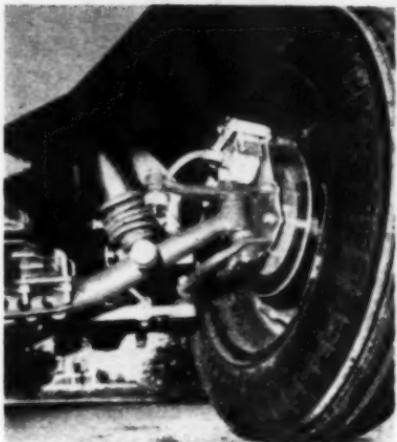




2 for the SHOW-or GO

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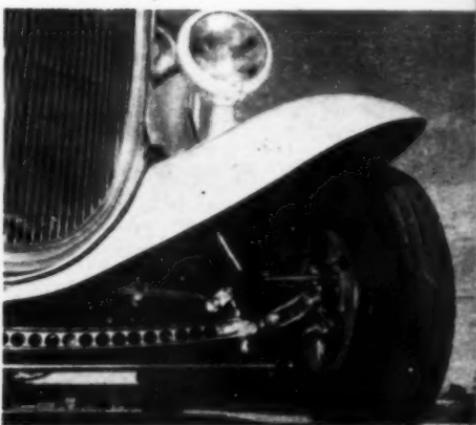


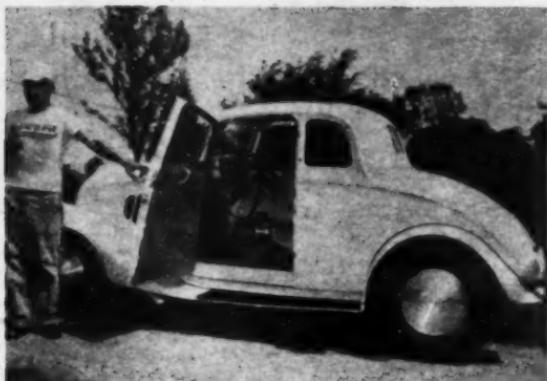


George Montgomery (right) receives the Little Eliminator trophy, awarded by Smithy's Muffler Co. Inc., Los Angeles Calif. Stock Willys' steering (above) and suspension were used in conjunction with Columbus shocks to guide Willys on its winning path. Spot disk brakes by Good-year were applied when the victory was won. 15" wheels were used front and rear with Firestone ribbed treads in front and Racemaster Dragster Slicks mounted on traction end of Willys. 1948 Ford driveshaft and rear end (above right) were used with Willys' suspension and special radius rods. Shocks are Columbus and Lincoln brakes are used on rear wheels. George needs helper to lift concrete spare, gives hard ride, but adds a lot of lbs.

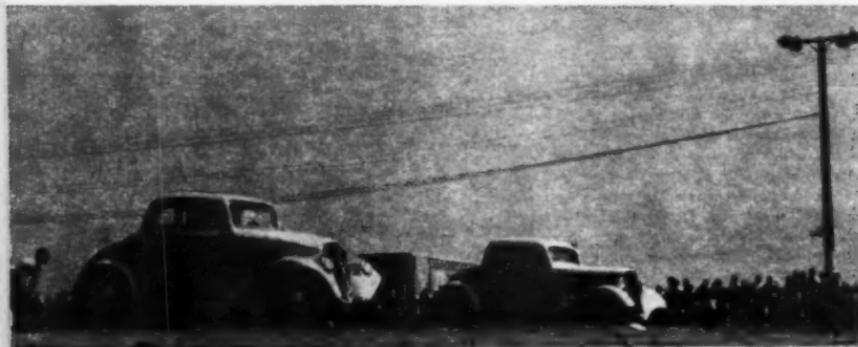


Low angle shot of '34 shows off fine lines of perfectly stock Ford, nothing on the outer shell has been changed, all handles, hood ornament, and locks have been retained. Wheel base and tread remain stock and 15" wheels are used on all four corners. Firestone ribs are used on front end, while 7.60 slicks are mounted in rear. Front and rear suspension remain basically stock and Ford hydraulics are used. Columbus shocks are used to control the ride both front and rear. Craftsmanship and engineering skill are apparent with all chassis parts being holesawed and chromed. It's obvious the car was built with much attention to details, every part was flawlessly finished.





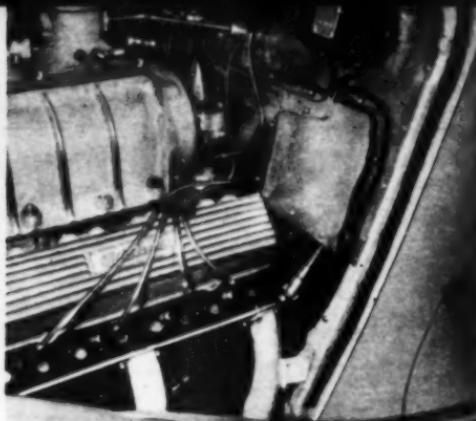
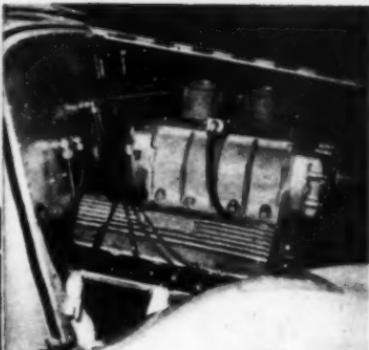
George Montgomery invites R & C to enter office of Li'l Eliminator. Willys (below) jumps off line in elimination at "Big Go."



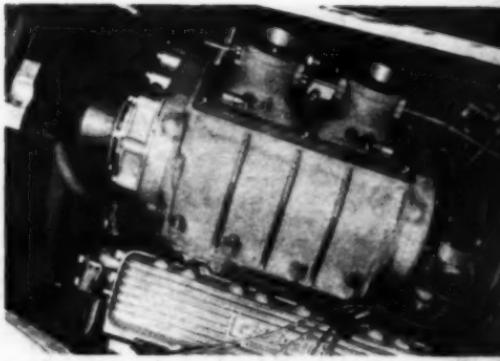
2 for the SHOW-or GO

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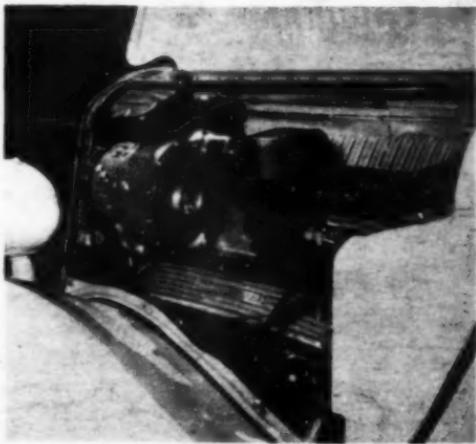




The engine room of the Willys is stuffed with a big '59 Cad, fed by 6-71 GMC blower and Hilborn injector system. Besides building a special kit for the blower, Montgomery built exhaust manifold, push rods, flywheel and dual-disk clutch. A Cook engine adapter links the '37 La Salle transmission to the mill. Roto-Faze ignition fires the 432" Cad powered coupe to E.T.'s that leave many an opponent gazing dumbly at the rear end of the innocent looking Willys.



It may be stock on the outside, but the 3 window is loaded on the inside. The '58 Cad displaces a hot 358". All internal parts have been polished, with Howard cams (naturally), the crankshaft has been polished and balanced, and piston rings are Forged True. A McCulloch blower is used in conjunction with 4 Stromberg 48's with a special intake manifold, fabricated by George; George also built push rods, flywheel and dual-disk clutch, and as on the Willys a '37 La Salle box was used. Car was timed at a torrid 126.400 in the '58 ATAA World Series. George owns George's Speed Shop in Dayton, Ohio.





the wife isn't along, but this sedan has a . . .

COUPES
COMPETITION
SEDANS

BACK SEAT DRIVER

Inspired by reading seamy commentaries on the successful building of Hot Rods, Larry Cloyd of Boise, Idaho, took a \$20, '39 Ford and built a trophy winner. Larry's 969 is shown leaving start line on route to another top time.



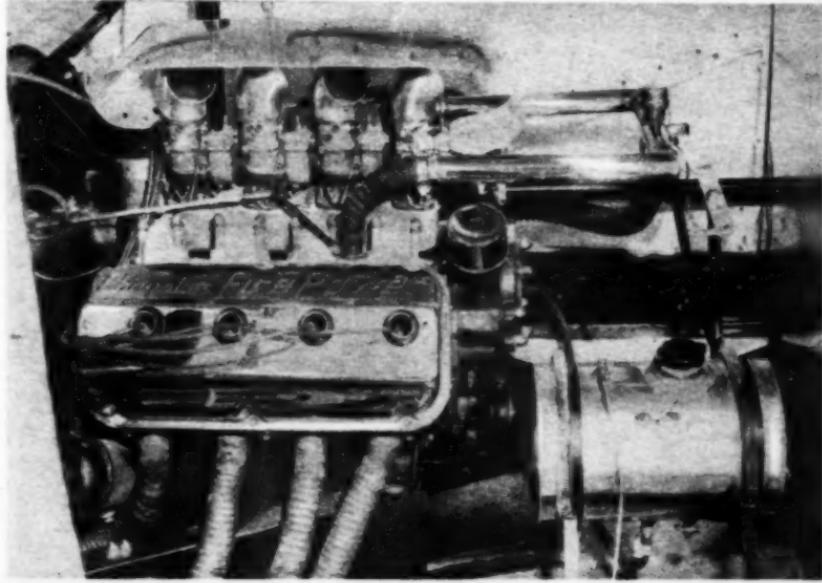
Larry (above) in office, sits well back in 2 door, protected by Gibraltar strong roll bar. Car is no stranger to holesaw, is well ventilated, weighing in at about 2400 lbs. 7.60x15 Inglewood slicks are used for traction on rear end.





photos by allan carter

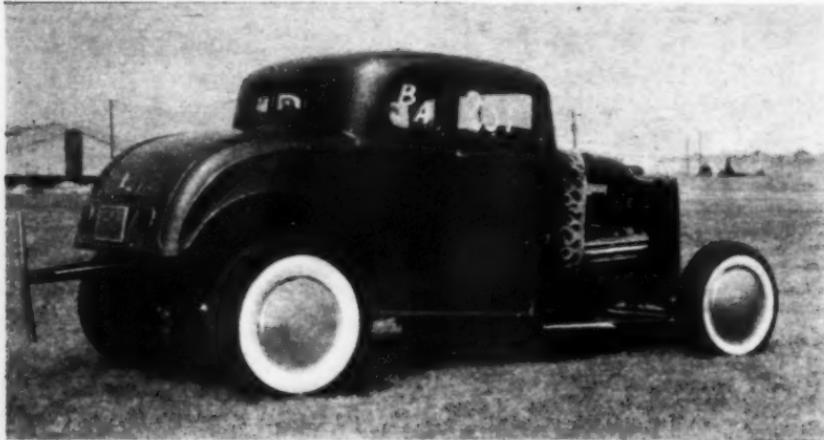
The stock displacement '53 Chrysler Firepower is fed by 4 Stromberg '48's on top a Horne manifold. Individual 2" headers are made out of flexible tubing. Howard camshaft, push-rods and lifters are used. Engine torque is transmitted from the Schiefer Flywheel through the Cragor adaptor to the Ford trans. Reverse and low gear have been removed. The ignition is a Vertex Magnito and sparks an estimated 375 HP giving Larry top E.T. of 12.40.

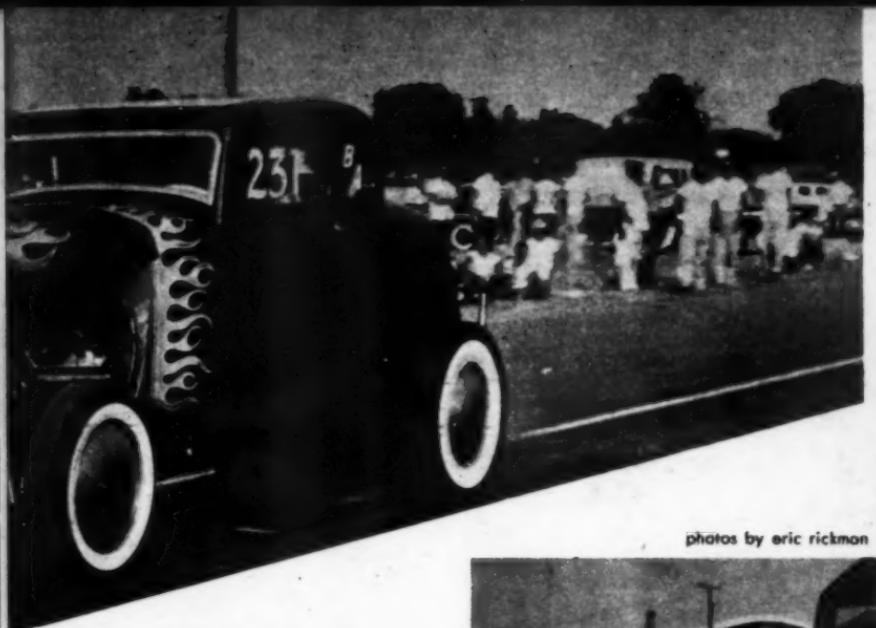


SATAN'S DEUCE

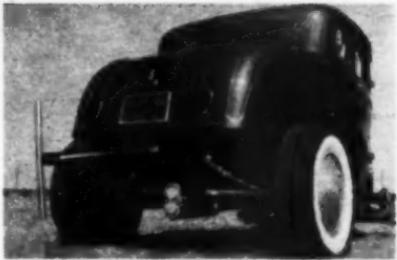


raises the devil at the drags





photos by eric rickman



Fred Allen took up Rodding after being shut down by a "T" roadster, and the tough looking Metallic Blue coupe is proof that Fred's gone all out. The '32 coupe has 102" wheel base, tread width is stock front and rear. Front axle has been dropped $2\frac{1}{2}$ ", rear axle is from a '40 Ford, cross spring has been re-arched to give the car a very sharp forward pitch. Rear view shows Halibrand Quick change, 4.11 ratio.

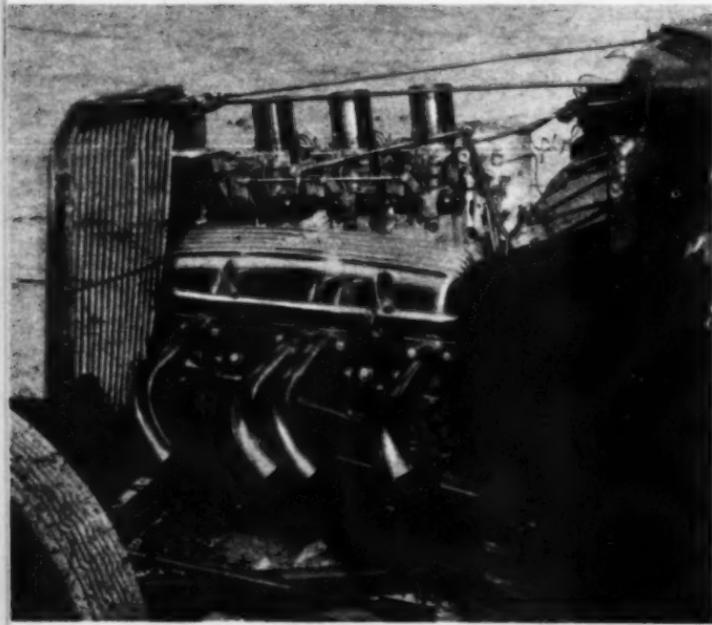
Engine is a 331" '51 Chrysler with Howard cam, push rods, lifters, and pistons. Mill is fed through Edelbrock manifold and Stromberg carb combination. Albro flywheel and clutch are used in series with a '40 Ford transmission. Scintilla magneto fires the Chrysler. The cab is finished in yellow and white napa-glyde.





COLORADO CHANNELED COUPE

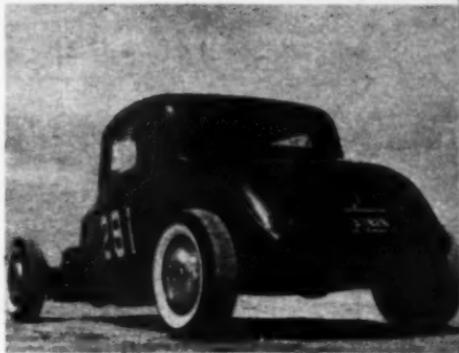
will run, has traveled

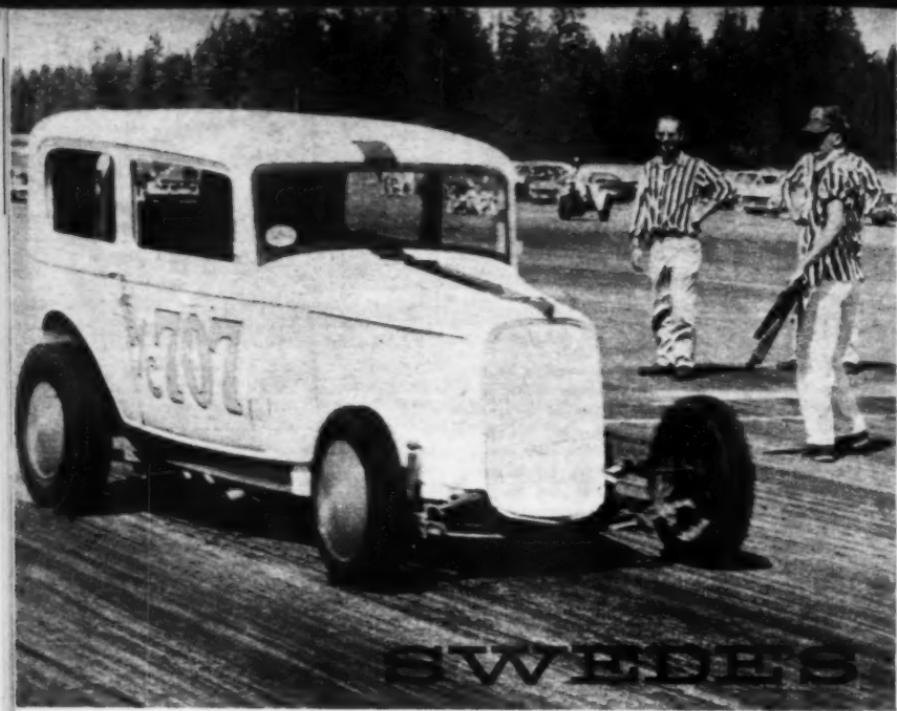


photos by eric richman



Kennie Anderson has traveled as much as 2100 miles to compete in three separate meets in his dark purple '33 Ford. Propelled by the popular '55 Chev mill displacing 306" the car gets respect wherever it runs. With Isky cam, push rods, lifters and rocker arms, Edelbrock pistons and intake manifold and fed by 3 carbs, the coupe gets 310 HP. Separate 2" pipes carry the exhaust. A stock Chev flywheel is used with a Ford truck clutch and '37 Ford box. The fire is provided by a Spaulding Flamethrower ignition. Ehrlich Motors Co., La Salle Colorado made the engine swap using a Bell adaptor. The '33 frame has a stock wheelbase and track. The front end is die-god and car is steered with Gabriel tube shocks front and rear. '40 Ford hydraulics used on all 4 wheels, 16" front and 15" rear end.





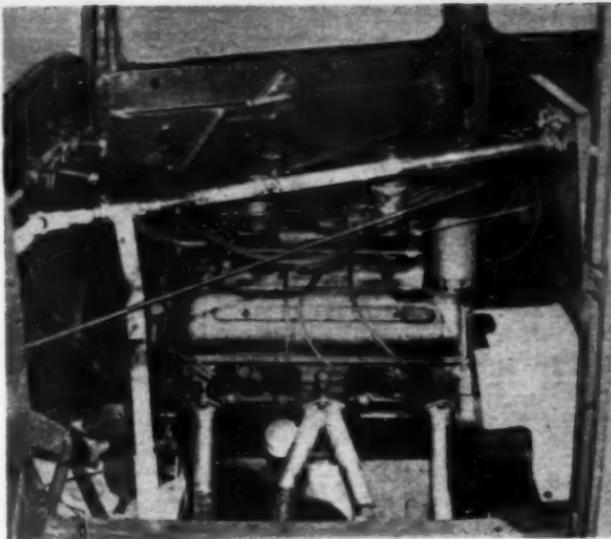
Lennart "Swede" Wikstrom (lower left), possibly the only Swedish born Hot Rodder, and friend Paul Cutler used a '32 Ford 2 door to carry their 336" '52 Olds mill. The 2 door has been channelled 6", painted white with a blue and white flag of the Torquey's Hot Rod Club of Tacoma. The machine is a familiar sight on all the strips in the northwest. Front axle is 3" dropped '32 Ford, wheels are 15" with 5.50 x 15 mounted front and 6.70 or 7.60 rear.



The 336" Olds power plant has been bored $\frac{3}{16}$ ", but retains stock stroke. Howard F5 cam-shaft, solid push rods and mushroom lifters are used. McGurk adjustable rocker arms and John's pistons with Grant rings fill out the list of engine items. Six Stromberg 97 carbs are mounted on the Crager manifold. A '39 Ford box with only the top two gears is used in conjunction with a Ford truck clutch. With an E.T. of 11.92, Swede's Stormer took northwest regional B/C trophy in '58. 707 really travels.

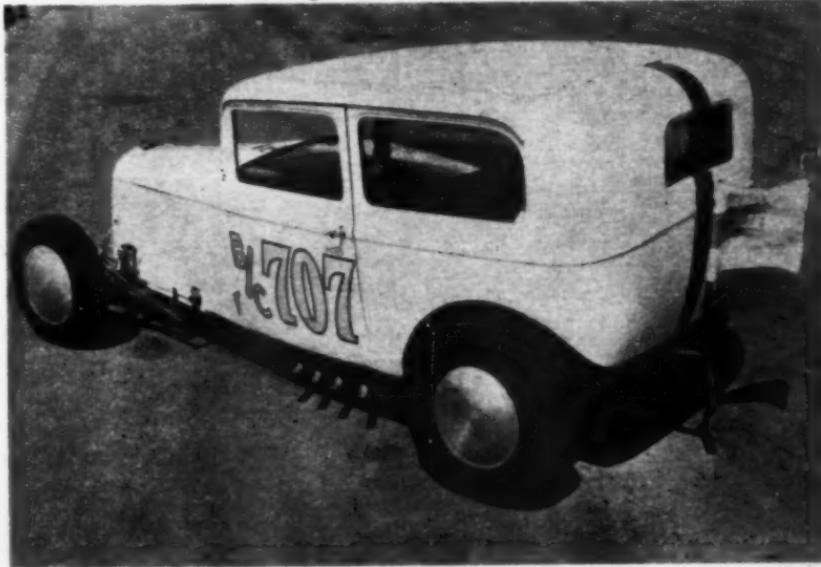
COUPES
COMPETITION
SEDANS

photos by allen carter



STORMIN' SEDAN

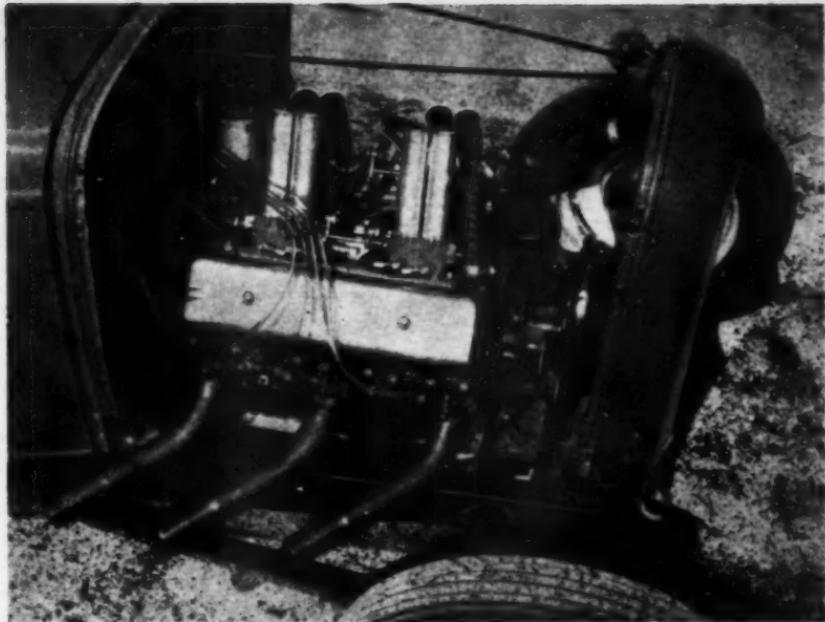
olds-powered deuce from the northwest



COUPES
COMPETITION
SEDANS

CHRISTIAN COUPE





sunday stormer has made believers out of many

Painted a flashing Matador Red this stock '32 Ford shell hides a "hogged-out" '56 Olds mill displacing 345 inches. Boosting Hilborn injectors, the mill has Isky camshaft, push rods and lifters, McGurk 3 ring racing pistons and Grant rings complete the parts list. The engine is fired by a Scintilla Vertex magneto. Weber flywheel and clutch are used with a '37 Cad box, transmitting power to the rear wheels.

The '32 Ford frame has a 104" wheel base with stock tread front and rear. A dropped axle is used in front and on Olds axle in rear. Ford wheels are used up front mounting 500 x 16 Beck rubber, Inglewood slicks are mounted on 15" Buick wheels in rear. Cab is all business, nothing but necessary equipment is carried. Car took Lee Christian of Lubbock, Texas, 1 year and \$2500 to build. Lee's got a winner.

photos by eric rickman



FEBRUARY, 1960





photos / lynn



Anxious, a custom powered, live bomb is owned by Modification Unlimited and was built by Dan Kilby and Paul Diamond, Kensington, Md. Body shell is a 1948 Fiat Topolino — has the top chopped 6" and has been fitted with a special hand hammered grille shell. Frame of Shelby tubing runs through body giving the car a very low profile. Cockpit (left) has nothing but bare essentials, driver straddles drive shaft and inside protective safety cage. Toko type steering wheel just clears windshield.

COUPES
COMPETITION
SEDANS

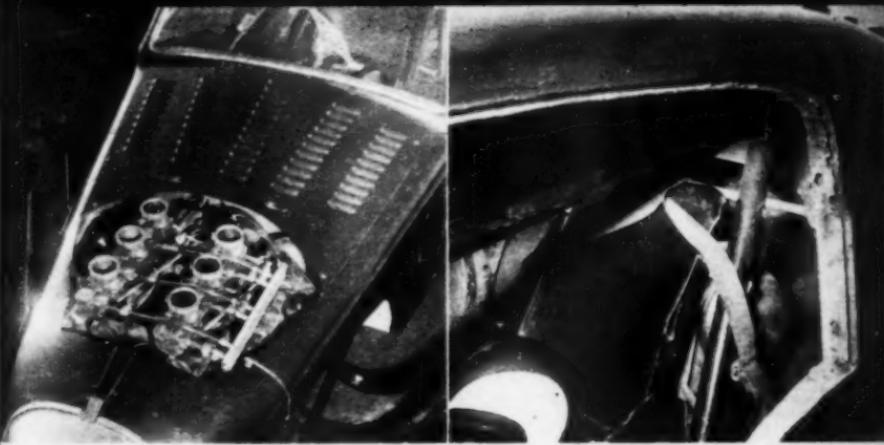
this cad-powered flat is . . .

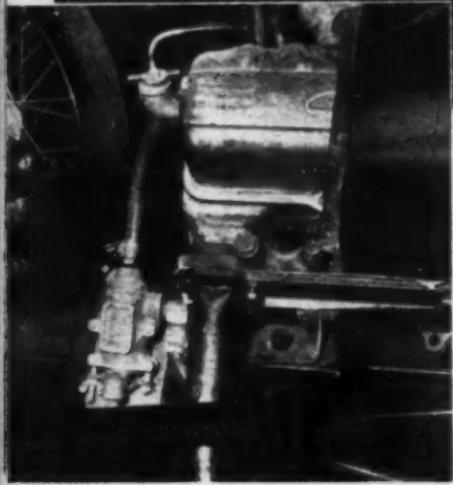
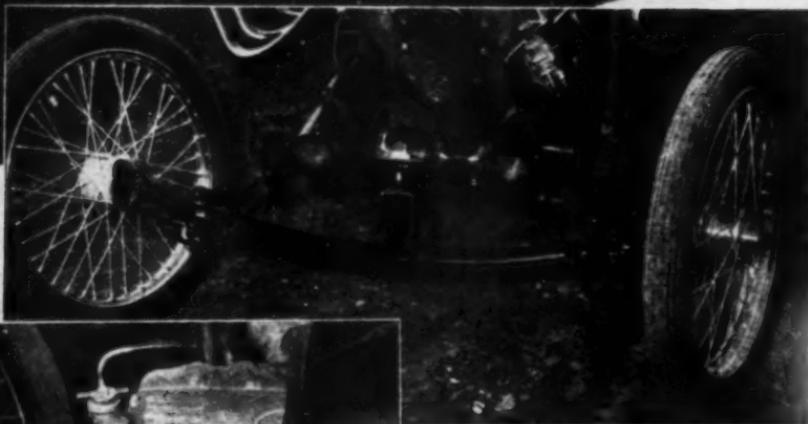
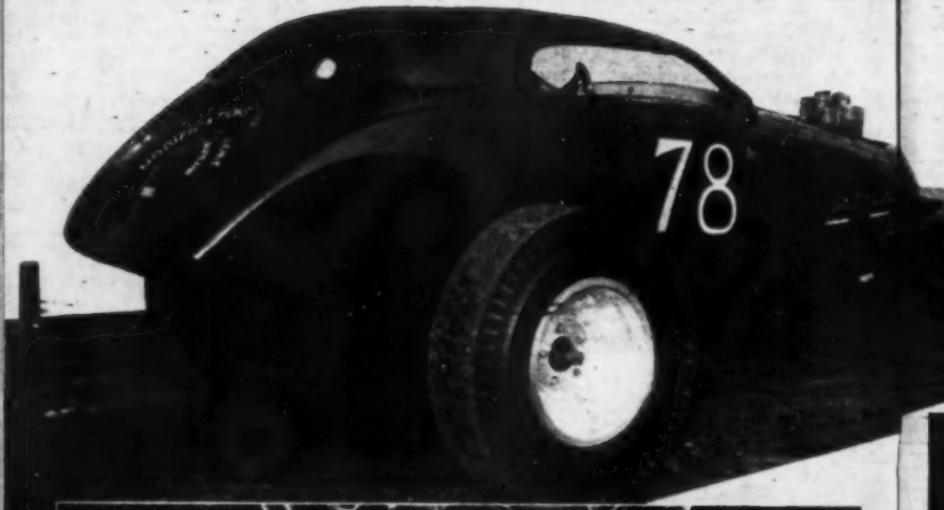
ANXIOUS

-for Competition



rod & custom
COVERage





Front end is terminus of Shelby tube frame. Tubing is .095 inches thick with a 3" diameter. Anglia front axle in conjunction with ball joint front suspension borrowed from a Ford truck. Front wheels are 19" cycle jobs with 2.75 x 19 tires. The rear end is rigid with 15" wheels mounting 8.20 slicks. The steering is reworked from a '32 Ford. The shocks are Houdaille, and the brakes from a '40 Ford are used.

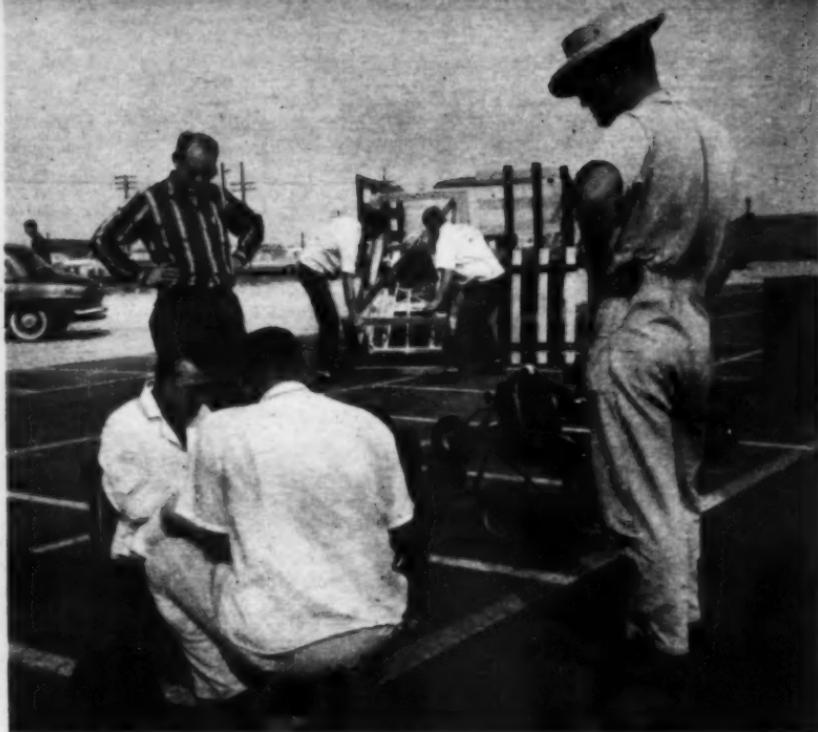
ANXIOUS

continued

'51 Cadillac engine is mean, with a bore of 3 15/16" and a stroke of 4" mill displaces 396 inches. Camshaft is a Harman-Collins, and Johns pistons are used. '56 Cadillac heads are used on the '51 mill. 6 Stromberg 97's feed engine through a Weind manifold. Homemade headers show exhaust gasses quick way out. Vertex Magneto fires the mill to a frenzy, car turned 123 with an 11.02 E.T. at Lancaster, Pa. strip. Costing about \$2,000 to build, owners are anxious for competition. Interested?



the frame.
diameter.
ball joint
ord truck.
2.75 x 19
" wheels
reworked
Houdaille,
are used.
CUSTOM



Inspectors Duffy Livingston, Tom Pierson, and Don Bobrick carefully match kart against check list.

AKMA KART TEST

Karting has long ago left the "kraze" stage of development and has become an accepted sport much like Hot Rodding. There are now upwards of 60 kart manufacturers scattered over the country. Most manufacturers realize, though they are riding on the gravy train now, they must continually strive to improve the quality of their products, and also stimulate the growth, and control the safety of the sport.

This was the philosophy behind the AKMA Kart Test. Testing was set up so that the karts would be given a thorough mechanical inspection and an actual track test. Results of both tests would be logged on a check list of some 17 different items to be inspected. A group of three inspectors

who are very capable and experienced in the construction and racing of karts made a very careful and honest appraisal of each kart submitted for testing. Results of the inspection and test were recorded and if a kart was deemed sub-standard the manufacturer was notified of the defects. If the builder corrects the defects, pinpointed by safety committee, he is then awarded the AKMA Safety Seal. SO when you see the Seal (below) you'll know it's not just an ornament, but a protection for you, the karter.





Marv Patchin, Motor Life Mag., track checks kart.



Lady Bug, Faye Pierson wrings out her kart.



Press contingent covered test this is QM&KW.

kart manufacturers safety inspect their own wares



One of a kind Mini-cycle has Benelli engine.



New West Bend engine made an appearance.



Duffy, Tom, and Don check steering Mechanism.

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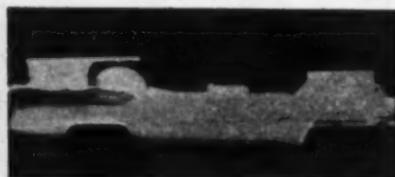
Tony Broer shows you how it's done, in this instance converting a '56 Ford convert into a Hardtop. Using parts from a continental kit Tony converts the '56 convertible to a coupe.



RODS & CUSTOMS IN MINIATURE



Side panels are cut above and below trim line approximately $\frac{1}{8}$ ". After removing section cement it together and fill with plastic.

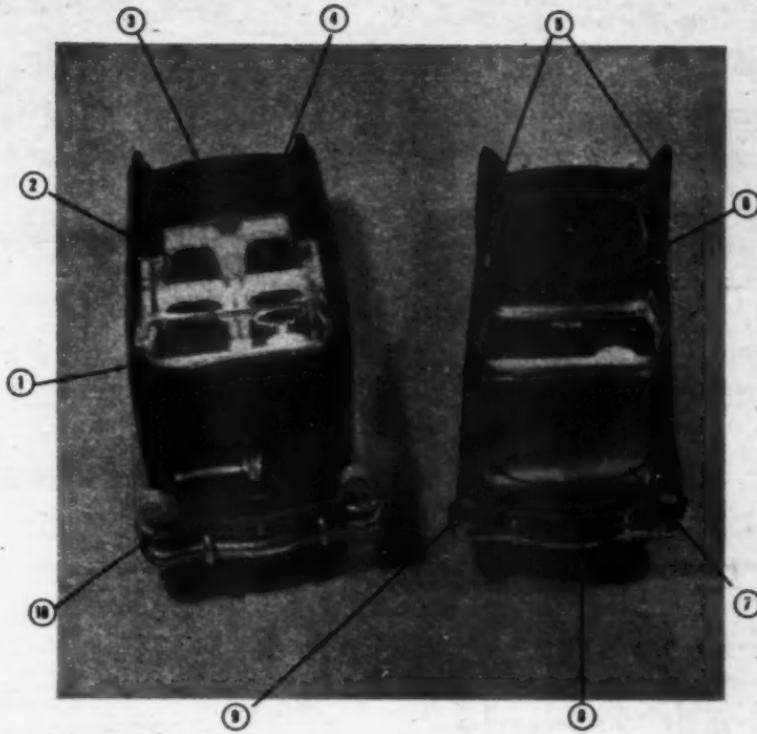


Build up tail fins, air scoops and other body alterations wanted, use liquid plastic, available at most hobby shops. Use more plastic than needed for plenty of sanding surface.

Interior side panels are cut along bottom. Trim front seat support, back seat, rear deck, firewall and splash panels on the chassis.



Sand filled in areas smooth, cut in door lines and any other effects wished on panels. Start assembling sectioned parts, making sure all parts are cut accurately, to assure proper fit.



step by step customizing procedures

1. Section $\frac{3}{16}$ " out of side panel. Cut panel above and below chrome side trim. Cement panel and fill with plastic balsa.
2. Trim $\frac{3}{16}$ " off interior side panels, front seat supports, rear seat, be sure to retain proper seat angle. Trim engine splash panels on chassis, and firewall.
3. Cut $\frac{3}{16}$ " off rear panel below trunk.
4. Remove convertible top boot, replace boot with package shelf from the Continental kit.
5. Make fender fins, use plastic balsa be sure to form parts larger than wanted so parts can be sanded to shapes desired.
6. Add top from Continental kit, stock height should fit over stock windshield.
7. To cut and form grille opening: Place stock hood on car and mark it where you want to cut. Trim hood on marks, take part trimmed and add to frontal area. Fill stock grille cavity to desired shape with plastic leftovers. Cut these scraps to desired shapes and glue into position and fill it with plastic balsa.
8. Grille on Broer's sectioned Ford is made from brass tubing; paper clips could be used.
9. French in. headlights with plastic balsa.
10. Remove all unwanted trim and fill. After car has been assembled and rough sanded use regular automotive primer before fine sanding, as even the finest sandpaper scratches plastic, sand smooth and paint.

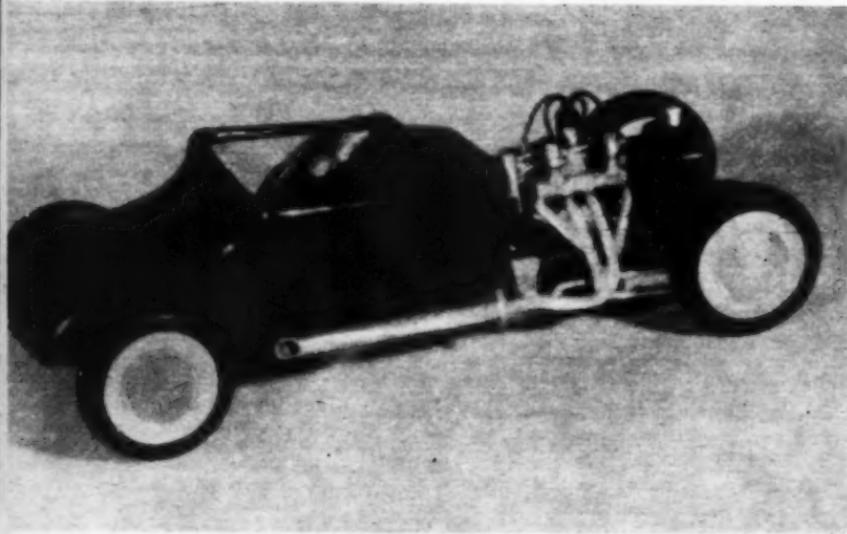
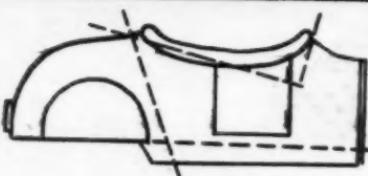
R & C in Miniature

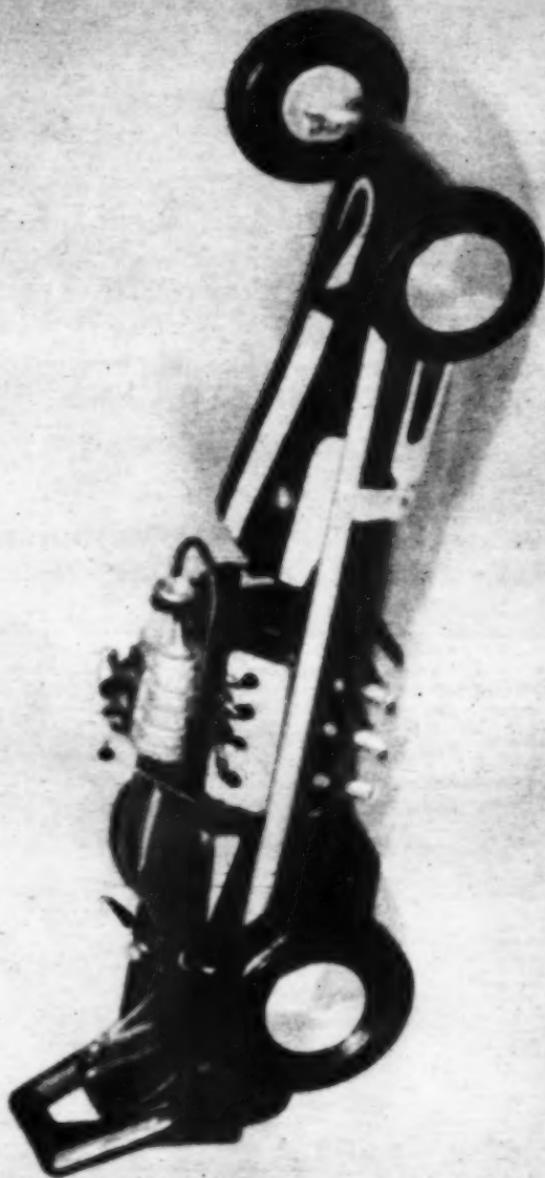
continued

HARRY HORTON

Macon, Georgia

Harry Horton, converts Henry's model "A" to a model "T". Conversion can be best explained by drawings at right. Top drawing, is stock Revell '32 Ford. Cut stock body along dotted lines (middle) with Exacto saw. After cutting it is possible to make almost any model "T", Harry chose to build the popular '27 tub. Adding balsa wood pieces, (bottom) rounding corners and shaping rear deck he got results desired in photo below. The engine of the "T" is a model "A" and is composed of some 124 pieces, including La Salle transmission. Engine has porcelain plugs, custom header, and hydraulic brake cylinder. Wheel disks are made of hand turned spun aluminum. Car has been upholstered, and has nerf bar in front. Lights, rear bumper and carb linkage are still to be added. Harry also built blown, flat head V-8 dragster shown on next page, complete with roll bar, GMC blower and exhaust headers.





BOB

GRIFFITH

A 1958
and tri-
background

Bob's '58
window
molded
printed

MARC LIOTTA

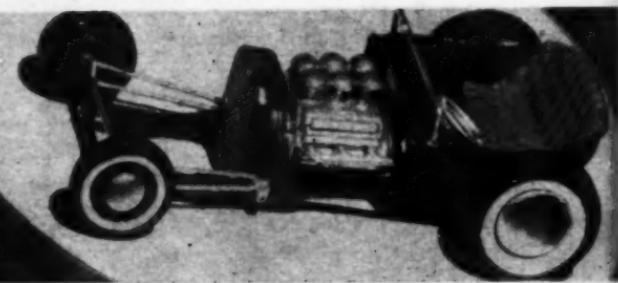
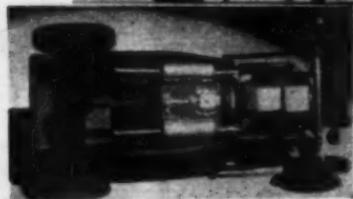
Broadfield, Wisconsin



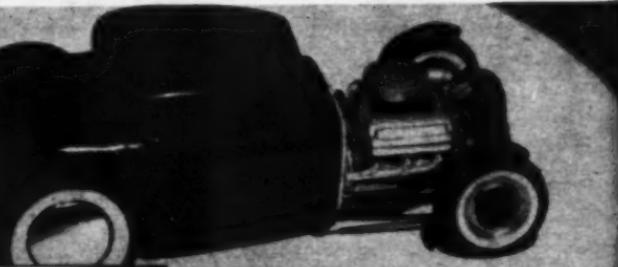
Marc Liotta's '32 Ford competition roadster runs with a blown Chrysler. Has headers from '32 Ford kit, has been chopped and channeled. Roll bar was fabricated from scrap plastic, and the steering is from a Revell Mercury kit. Car has removable top (left).

R & C in Miniature

continued



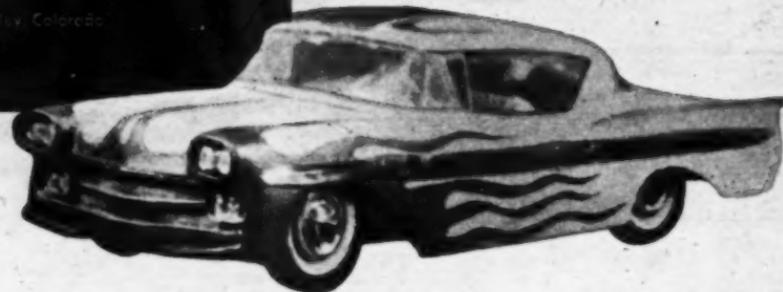
Marc's '32 altered coupe is fully upholstered and detailed inside cockpit. It runs a Chrysler Engine, with 6 carbs, oil dip stick, magneto, carb. linkage, radiator hoses and fan. The car is chopped and channeled and has 9 coats of black paint, note cycle fenders on front wheels.



1932 custom street coupe by Marc, painted with 2 coats of black enamel, and a Chrysler engine. Note detail on underside of car, complete with Mercury transmission, muffler and driveshaft. Under carriage also has a truck rear end and oil pan fastened on the engine, underside is painted bright red enamel.

BOB TAYLOR

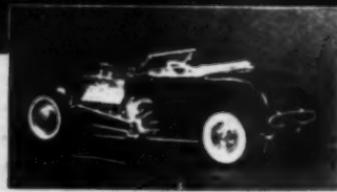
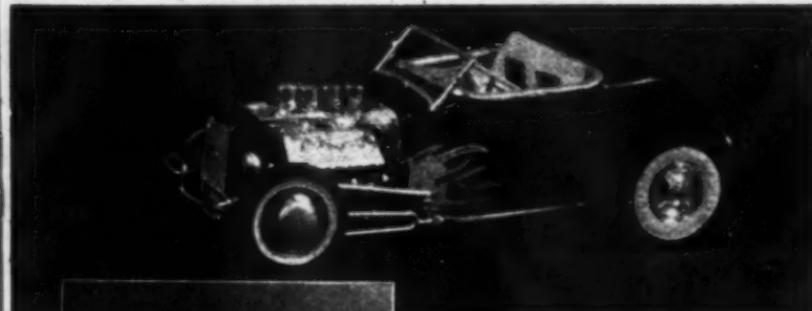
Glenwood Springs, Colorado



A 1958 Chevrolet Impala was the basis for this custom model by Bob Taylor. Car has been lowered, and trim has been removed. Headlights have been franchised above a molded grille with a mesh background and a floating bar with parking lights. Car is painted white with bronze scallops.



Bob's '57 Ford Hardtop has been lowered to the extreme. The top has been chopped and rear window has caught the continental look. Rear end features '58 Ford taillights mounted vertically, molded license bracket, rolled pan and a rod bumper. Tall fins have been removed and car is painted a metallic red, with white scallops and pin stripping, and also has custom trimming.



Popular '32 Ford roadster gets the works. Body has been sectioned and shortened, a Merc dash has been added. Engine is complete with 4 carbs, radiator hoses, fuel lines, and spark plug wires. Nerf bars are paper clips, a very popular item with the modelers.

roadster
headers
and
scrap
Revell
(left).

Chrysler
The car
wheels.

painted
Chrysler
of car,
mufflers
has a
on the
enamel.

CUSTOM

R&C in Miniature

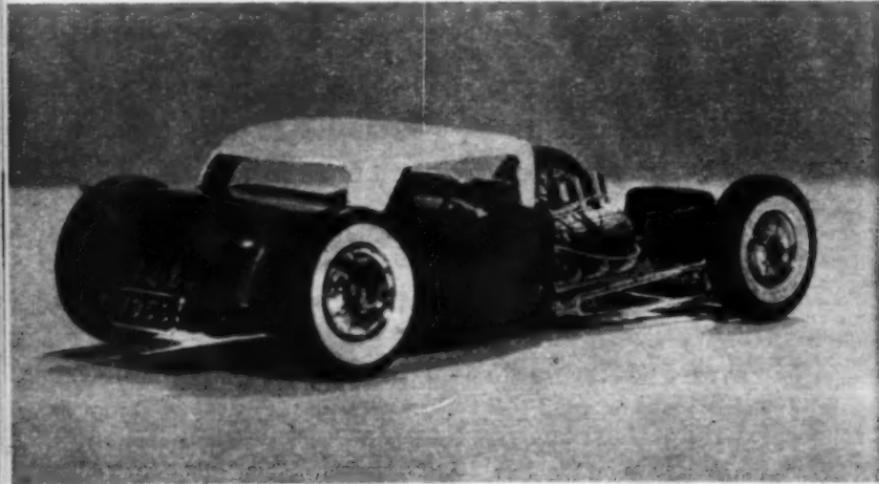
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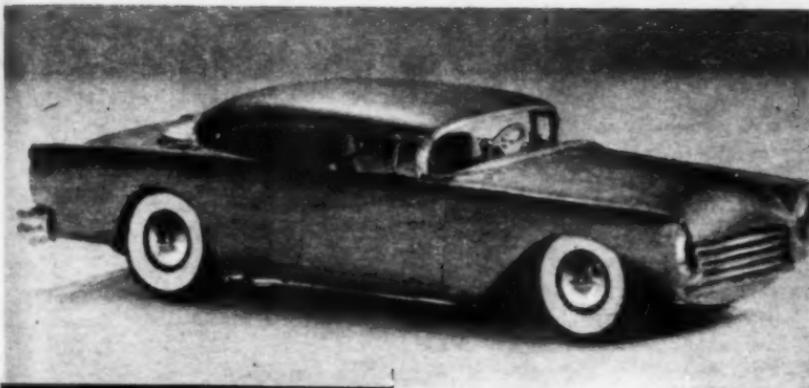
RUSSELL COFFMAN

Fort Worth, Texas



Russell Coffman's '32 custom roadster is perhaps the most original model submitted. Starting with a '32 coupe Russ has chopped and restyled the top. The body was sectioned and lowered and rear section got an extreme customizing treatment. With the use of liquid solder the tail of the '32 has been turned into a combination '57 Ford and '59 Impala. A custom license plate bracket is combined with quad tail lights to complete tail treatment. Engine is a fuel injected Chrysler complete with ignition wires, fuel lines, fan and pulley, water and fuel pump, radiator hoses, fuel injection regulator and eight stacks. Car has been spray painted a metallic Burgundy, interior is yellow and white naugahyde, with an Edsel dashboard, and Ford steering wheel.

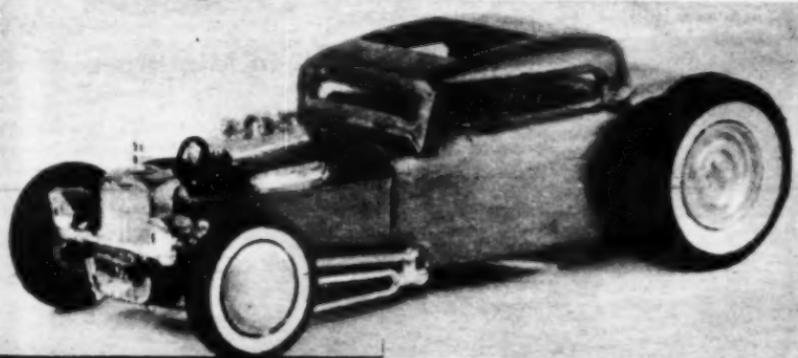




JAMES NELSON

North Branch, Minnesota

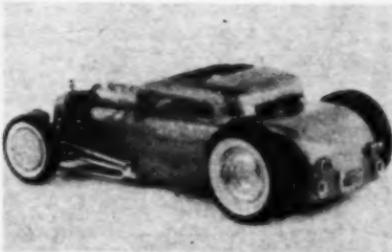
James Nelson has chopped and sectioned a '56 Buick. Clean looking Buick has canted quad headlights from a '56 Ford. The grille is made from paper clips, hub caps are thumbtacks with bullets from a custom kit attached. Mercury taillights are frenched in rear.

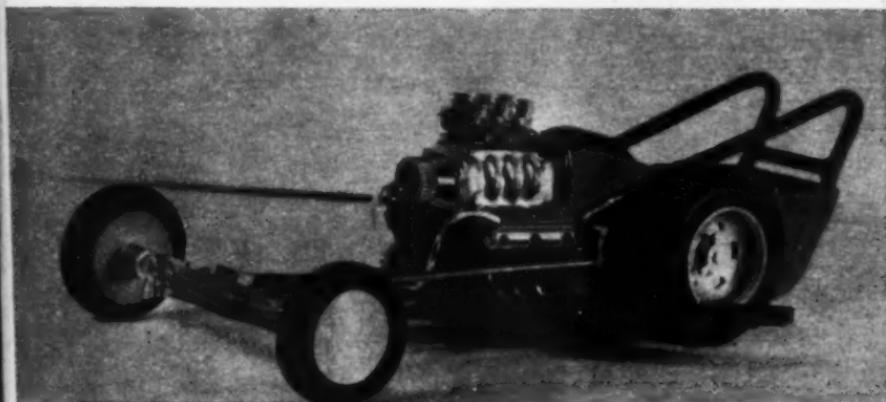


HAROLD BECKER

San Diego, California

Harold Becker's '32 competition coupe has a blown Mercury mill, with radiator hoses, spark plug wires and other engine parts installed. Body has been channeled and top chopped. Headlights are from an AMT kit.

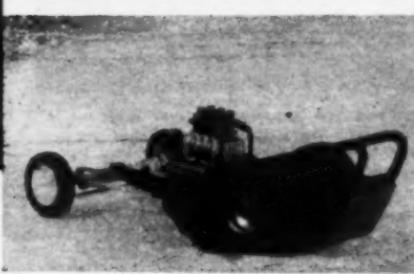




TOM BENDER

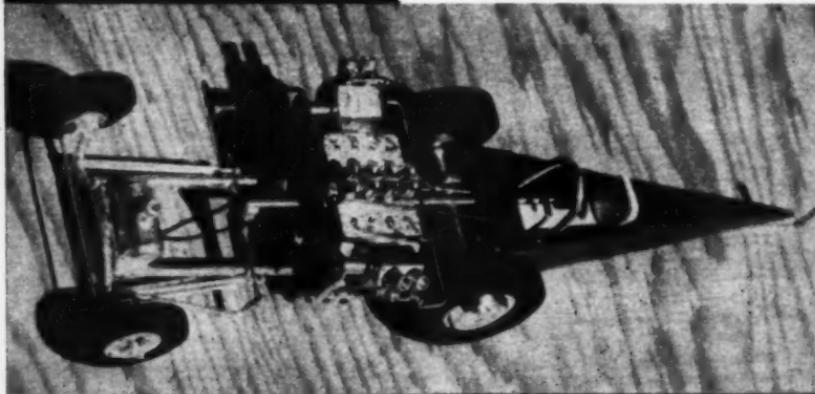
Palm Desert, California

Tom Bender has submitted a model of his favorite type vehicle, the dragster. Tom's dragster has a blown Chrysler mill with 6 pots, individual headers, Knock off Mag wheels rear, and moon disk on the front wheels.



DON VINCENT

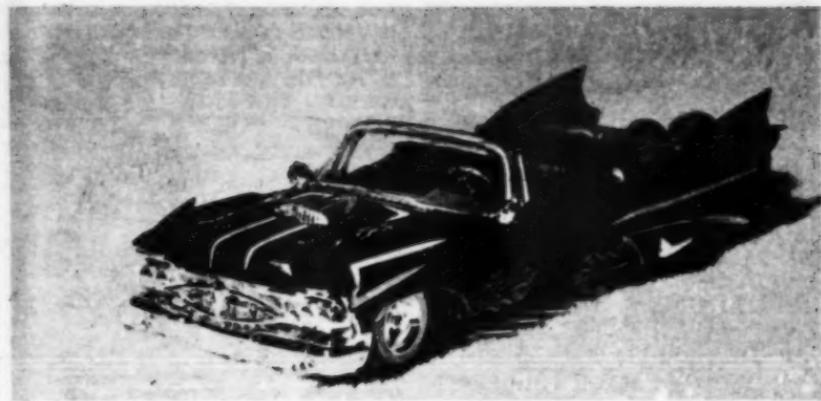
Phoenix, Arizona



R & C in Miniature

continued.

Only one photo was available of Don Vincent's interesting dragster. Styled after the "Howard Cam Special", model is complete with acceleration and clutch systems and steering mechanism. Parts were modified, body hand formed.

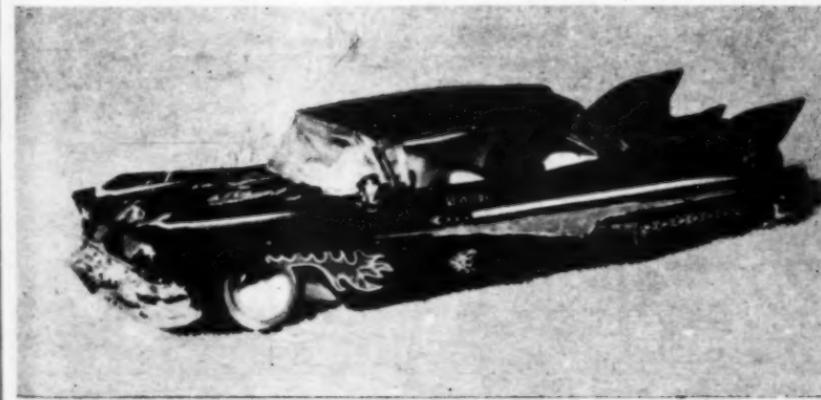


BILL KOCH

Bozeman, Montana



Three models were submitted by Bill Koch, but it is very hard to distinguish between any one car. Bill apparently is from the odd on school of customizing, strong on fins and louvers, with scallops and pin stripping abounding, '58 Ford, '59 Pontiac, and Imperial.



cent's
oward
cceler-
mecha-
formed.

ARIN CEE

AND THE LITTLE PEOPLE

BY MILLAR AND

KOHLER

THIS IS A LOT
TOUGHER THAN I
THOUGHT. I'M HAVIN'
A ROUGH TIME GETTIN'
THESE BITTY GOODIES
PUT TOGETHER.

YOU MEAN THE LITTLE
PEOPLE LIKE IN FOLK
TALES AND ALL?...
YEAH, DAD'S IT!

THE ONES WHO
REPAIR
SHOES
FOR THE
MEARY OLD
COBBLER
AFTER HE
PUT A BOWL
OF MILK
OUTSIDE
THE DOOR?

NOW YOU'VE GOT IT!

ALL YA GOTTA HAVE
IS UNFINISHED WORK
AND ANOTHER FAITH, DAD

LATER...

I DUNNO. SEEMS AWFUL
UNLIKELY TO ME, BUT THOSE
GUYS SOUNDED AS THRASH
THEY KNEW WHAT THEY
WERE TALKIN' ABOUT...

EASY NOW

THIS IS THE GREATEST
JOB SINCE....

HURRY UP, DAD WE GOTTA HAVE
THESE FINISHED BEFORE HE
WAKES UP!

YEAH... BUT NEXT TIME
AROUND YOU DRINK THIS
JAZZ



NEXT DAY



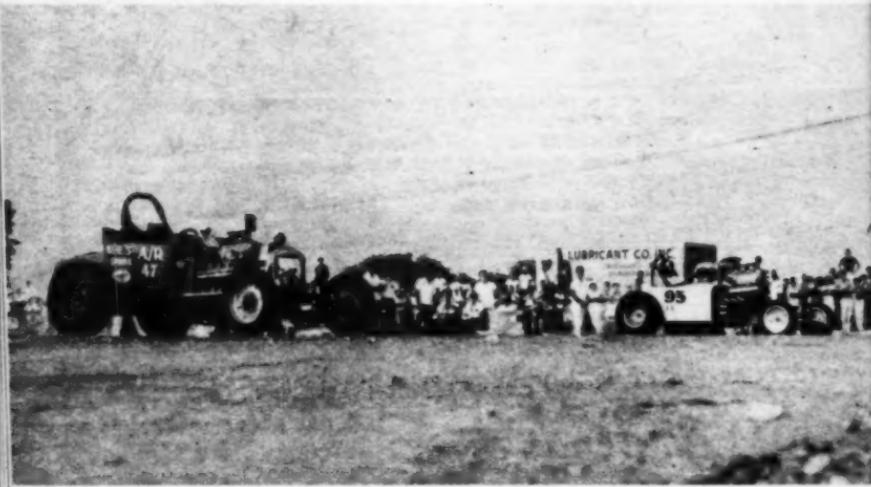


OTIE'S ELIMINATOR

blown chrysler takes all comers

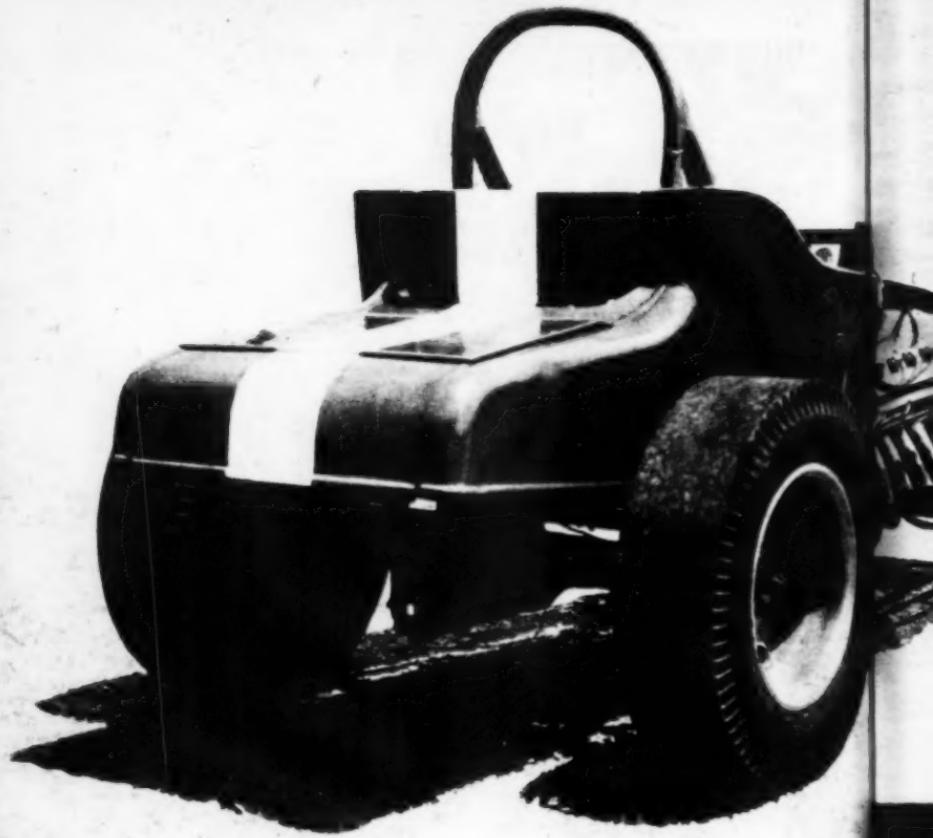
photos ralph neal and lynn

"Mr. Middle Eliminator," Otie Smith receives appropriate trophy presented by Coca Cola Bottling Co. (right). Trophy was awarded to the winner of the runoff between class champions in roadster, street roadster and altered coupe/sedan divisions. Otie (below) is first out of chute on way to another win, this time he's blowing off a blown Lincoln at Detroit's Big Go.



receives
Cola
to the
champions
coupe/
out of
he's
big Go.





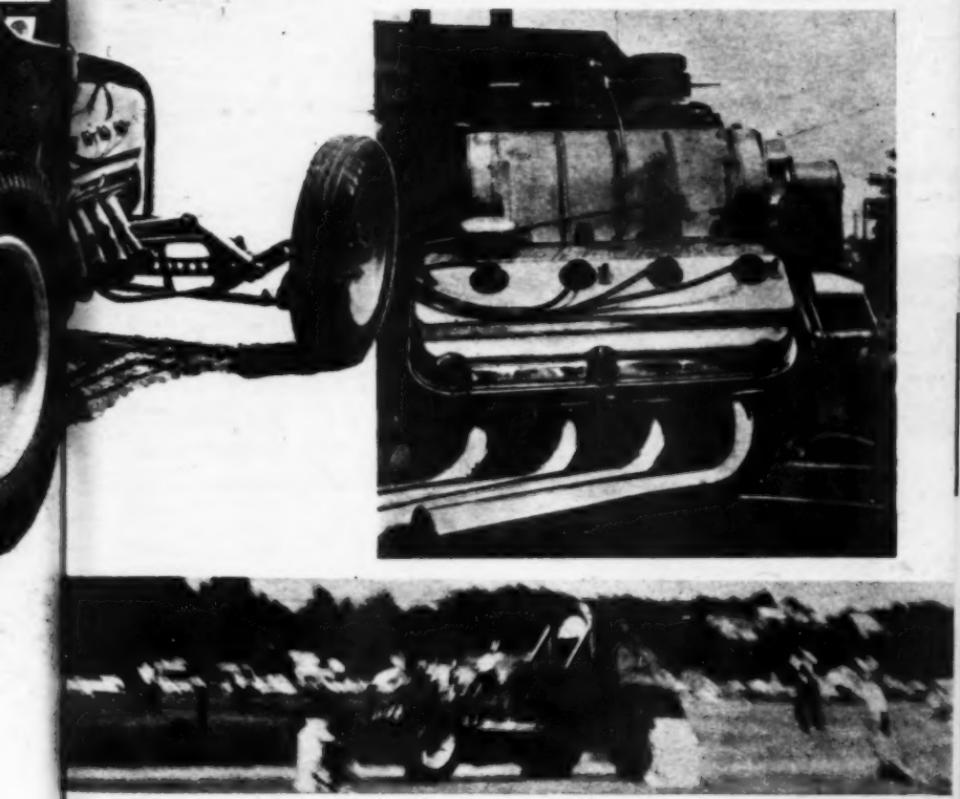
OTIE'S ELIMINATOR

continued



Otis Smith's '23 roadster had top time of 145.39 which gave Olie a new A roadster record. The '23 "T" with the blown Chrysler mill tips the scale at 1670 lbs., a great deal of weight was saved by using lightening holes in the channeled rails that support the "T" tub. The roadster has a '37 La Salle transmission, Chassis Research narrow rear end and brakes, Halibrand quick changes center section, with four Halibrand mag wheels mounting Firestone treads in front and 800 x 16 Inglewood slicks are mounted on traction end.

Road
a Be
and
1957
stroke
steel
All h
Otie.
blow
were
by-pr
more



ime of
ster rec-
ler mill
deal of
g holes
the "T"
transmis-
and and
er sec-
mount-
0 x 16
on end.

Roadster has Norden sprint car steering with a Bell 14" steering wheel, Wilcap flywheel and 11" Weber "Saf-T-Torq" clutch. The 392" 1957 Chrysler mill retains its stock bore and stroke, stock pistons, and has a Howard 283 steel billet cam and kit, and Vertex Magneto. All head porting and polishing was done by Otie. Engine is all topped by a 6-71 GMC blower with a 1 to 1 timing belt drive, pulleys were also made by Otie. Hilborn injectors by-pass an EELCO fuel system. The car has more than the required safety features on it.

CUSTOM FEBRUARY, 1960



THE

SCAG



(left) What's in a name? This name could imply a lot of different meanings, but as yet we have not hit on one valid enough to report.

Car naming has grown with Boddin, as proof we offer early roadster. Notice how sedate design appears in comparison with newest.

you meet the strangest characters in . . .

CARNAMESVILLE

Charles Chariot conveys three rather obvious facts to the viewer. Car is owned by charlie, it's a real bomb, and charlies a real goer. '22 Ford is owned by Charles Johnson of Mich.

continued on p. 66





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of Rochester, New York.



Cool Turkey 1

ROD & CUSTOM

CARNAMESVILLE

continued from p. 61

As you might have guessed, the "C" bird, is a bird of prey. Pictured swooping down on a poor defenseless Corvette owner. Engine was successfully pilfered, and now rests snugly in the '56 T-Bird.



The ingenuity theme of '59 Big Go, where photos were taken, was proven many times in the car naming department. As witness "Cold turkey", docile looking '55 Chevrolet has a '57 Corvette mill stuffed under hood.

continued on p. 68

FEBRUARY, 1960

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CARNAMESVILLE

continued from p. 67

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Many factors can initiate the developing names and/or characters for car as in the case of the "Shark". Whatever the reason seeing the cars at Detroit "Big Go" we realize that car naming has become very much a part of Rodding.



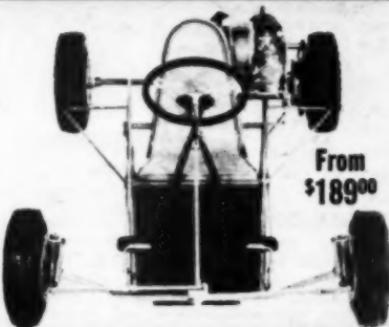
Rodders, with their active imaginations, are genuinely creative even when it comes to naming cars. The Creepers from Santa Ana really came up with a way-out mascot.



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OUR READERS WRITE

continued from p. 14

areas are far advanced if not equal to Southern California.

Kansas City

Joe Biondo

CANADA

Would you be interested in some pictures of our bomb? It's a '49 Ford, with a '51 Caddy under the hood. We've installed dual carbs, $\frac{1}{2}$ cam, and an Olds grill. We've got spun aluminum racing discs on the wheels, bubble skirts and a Hollywood muffler and 2 pairs of chrome outside tailpipes. We got silver pin-stripping on the skirts. We've painted her royal blue, and had white upholstery (leather) put in. The dash is white, too. P.S. We belong to the "Forest City Falcons."

London, Ontario, Canada Bob Harris
Bill Dobbie

* Always interested in readers' customs.

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TECH SPECS

by Les Ritchey
technical editor

readers technical questions are answered by les ritchey

Dear Les:

I am very much interested in dropping another engine in my car, it's a '50 Merc 4 door.

What would be the best engine to work that wouldn't cost too much without cutting? Would that engine adapt to my transmission that has plenty of zip and if I switch to 12 volt, what do I change on my car? If I stay to 6 volt what do I change on the engine? What drive shaft will fit my trans to rear end.

Detroit, Michigan Robert Shumake

* The only engine which will go into your '50 Mercury with a minimum of problems is a 283 C. I. Chevy V8, it is no larger actually than the existing flat heads and puts out twice the horsepower. If you have a choice the 57 thru '59 283 C.I. 270 H.P. rated, Chevy Corvette engine would be the best, if you can buy this engine, outside of bore and stroke and a good head job, you've got a torrid turner already, then when rework time comes, it can be done with the boring bar and head work.

A bell housing which will bolt on the Chevy engine will adapt it to your existing transmission, the bell housing and already fabricated motor mounts can be purchased from C & T Automotive in Hollywood, Calif., and should make this a very simple job of installation, no drive line modifications would have to be done on this set up.

It wouldn't be wise to try and use a complete 6 volt system in your car, the cost would be prohibitive in rewinding the starter and generator on the Chevy. The best thing to do would be to buy a 12-volt battery and voltage regulator and then install a 12 to 6 volt drop unit for the 6 volt gauges and lighting system, then at a later date if you wanted to change to 12 volt gauges and light bulbs, you could do so.

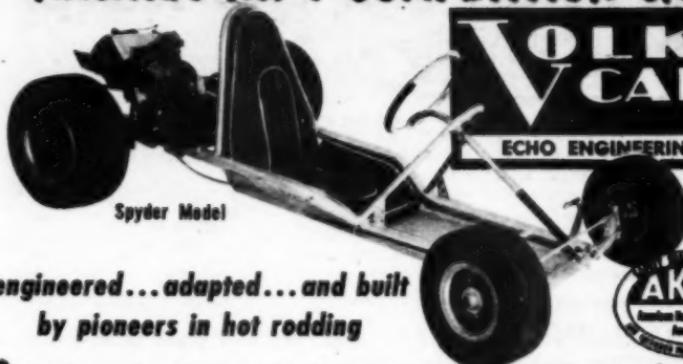
Dear Les:

I would like to know if it is possible to put in a floor shift in a fifty-four (1954) Mercury without changing the Bell Housing. If the transmission can be put in the car without too much

continued on p. 78

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1959 FORD



1958 FORD &
Thunderbird



1957 FORD



55-56 FORD



1952 FORD

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For 52-59 FORD

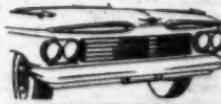
55-59 CHEVROLET

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1959 CHEVROLET



1958 CHEVROLET



1957 CHEVROLET



1956 CHEVROLET



1955 CHEVROLET

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TECH SPEC

continued from p. 74

trouble. I would appreciate all available information.

I would like to have your honest opinion before I do any heavy work. If it is possible for you to send me all available information, I would also like to know what you would recommend as to transmission bell housing (if needed to be changed), etc. I am thinking of doing all the work myself. P.S. I have an automatic transmission. Chicago 9, Illinois Robert E. Kuske

* No it is not possible for you to install a floor shift trans without changing Bell Housing, since you do have a merco-matic trans.

The best way to accomplish this is to go to the nearest wrecking yard and purchase a 1954-56 Mercury, clutch, flywheel, throwout bearing and standard trans and bell housing, also the clutch pedal and adjusting mechanism, these units will fit right into your car. With the exception of the driveshaft, your problems are over, due to the difference in wheelbase and trans. Lengths the best way out, is to install the trans and the bell housing measure, the distance between the U-joint flange and trans, extension housing and remake your drive line to fit. Any good machine shop can accomplish this for you at a minimum of cost and time.

The last part is the easiest, contact Onsen Automotive, 6317 So. Normandie Ave., Los Angeles 44, Calif., and they will be happy to send you a bolt on floor shift mechanism for your transmission, also very reasonable.

Dear Les:

In the March 1959 issue, on page 56 upper left hand corner, there is a picture of a dynamometer being used to test output of small motors.

Do you have any "Do It Yourself" plans for building a similar one? If not, do you have or can recommend a source of information to enable me to build one of these dynos?

Alexandria, La. Alton A. Junear, Sr.

* No, as yet we do not have a do-it-yourself kit for small engine dynos, but rest assured a lot of do-it-yourself dynos have been made. For the information you seek please contact "Palimini Engineering," c/o Bob Palimini, 3156 N. San Gabriel, in the city of South San Gabriel, Calif.

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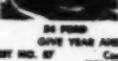
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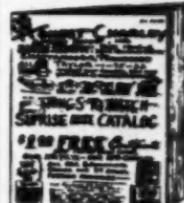
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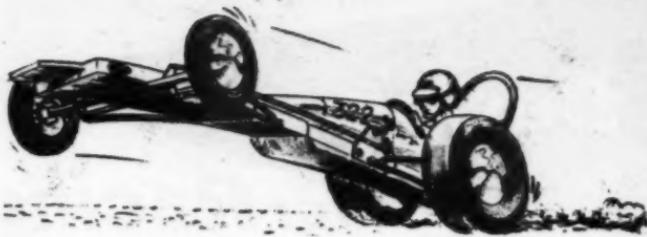
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BY ROGER HUMPHREY, SAE

Did Mickey Thompson reach ultimate speed with his world-record "Challenger I" at Bonneville this fall? The whole auto world is asking that question today... and it looks like there just won't be an answer this year. On his last run on October 7th—the all-out sprint for Cobb's world record of 394 mph—the oxygen tube to his face mask broke at 300+ mph, and exhaust fumes in the cockpit forced him to pull up. Before they could get going again a rainstorm hit the Flats—and when the fall rains come to Bonneville, you might as well pack up and go home.

So we don't really know for sure what the car can do. It seems safe to say the car could never have approached the record on straight alcohol fuel. Thompson's best recorded alky speed, one way with a slight tailwind, was 367.83 mph. Best two-way average was clocked in the five-kilometer traps (3.1-mile) on the world record runs—a speed of 363.48 mph. This suggests a true maximum speed on straight alky of between 360 and 365 mph. I estimate this speed would require roughly 325 hp from each of the four Pontiac engines, at the clutches—which would be equivalent to around 400 hp in sea level atmosphere. (The 4200-foot altitude and warm temperatures on the Flats cut power output.) This 400 hp isn't any fabulous output from 414 cubic inches, but it's not bad with alky fuel.

Nitro would be another matter. I understand Thompson was using a substantial jolt on his last run. We all know a horsepower boost of, say, 40 percent is quite easy to get with the jiggle juice... and, since the power required to push the car increases roughly as the cube of speed, this 40-percent boost would give a theoretical speed of 400-410 mph. Whether all four engines could've run the required 20 miles or so under the increased stress is debatable. (Remember, Thompson blew a nitro-burning Chrysler on the return leg of his record run last year.) You never know these answers till you try it!

But I would like to take this opportunity to extend public congratulations to Mickey for a wonderful achievement. He set a new Bonneville Nationals two-way mark of 330.5 mph, and four new world records from five kilometers to ten miles that beat John Cobb's 1947 marks. And we shouldn't forget that Thompson financed this car largely from his own pocket; he got the Goodyear people to develop a new super-speed tire that may have an important effect on future Bonneville performances; he focused the attention of the whole auto world on the American backshop hot rodder. I say hats off to Mickey Thompson... and better luck next year!

backpressure

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